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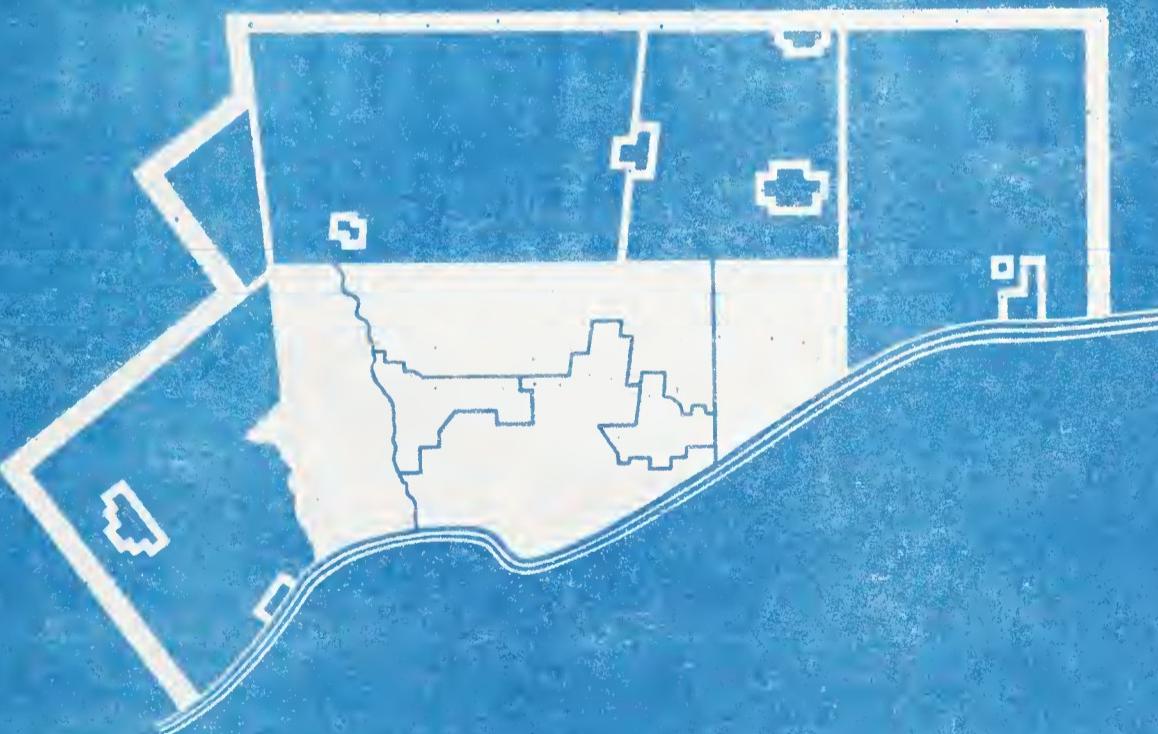


Government
Publications

Amendments—December 1966 to December 1968

metropolitan plan

FOR THE
METROPOLITAN TORONTO PLANNING AREA



MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966



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METROPOLITAN PLAN
for the
METROPOLITAN TORONTO PLANNING AREA

CONSOLIDATION OF AMENDMENTS

December 1966 to December 1968

Metropolitan Toronto Planning Board
December 1968



METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

MAP I

POPULATION DISTRIBUTION

PLANNING DISTRICTS

Planning District	1965 Population	Future Population	Average Gross Density (Urban)
1	125,800	192,000	132
8	147,400	203,500	21
12	13,600	98,750	34
13	173,200	222,300	27
14	52,700	105,600	32
Metropolitan Toronto	1,834,400	2,796,500	33
17	26,400	258,500	21
Fringe Areas	175,400	951,500	19
Metropolitan Planning Area	2,009,800	3,748,000	28

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

MAP II

LAND USE PLAN

Metropolitan Plan Amendment No.

Initiated By:

1	Scarborough O.P. Amendment 154*
2	Toronto O.P. Amendment 175
3	Mississauga O.P. Amendment 185
4	Scarborough O.P. Amendment 146
5	Scarborough O.P. Amendment 163
6	Mississauga O.P. Amendment 187
7	Scarborough O.P. Amendment 159
8	Mississauga O.P. Amendment 186
9	Vaughan O.P. Amendment 13
10	Vaughan By-law 3464
11	North York O.P. Amendment 227
12	Mississauga O.P. Amendment 192
13	East York O.P. Amendment 7
14	Etobicoke O.P. Amendment 206
17	North York O.P. Amendment 228
18	North York By-law 21590
19	Scarborough O.P. Amendment 184
20	Scarborough O.P. Amendment 185
21	North York O.P. Amendment 224
22	Etobicoke O.P. Amendment 187**
24	Streetsville O.P. Amendment 1
25	Pickering Twp. O.P. Amendment 3
26	Pickering Twp. O.P. Amendment 7

28	Scarborough O.P. Amendment 196
29	North York By-law 22010
31	Mississauga O.P. Amendment 201
32	Pickering Twp. Hamlet Study
33	North York O.P. Amendment D12-2
35	Vaughan By-law 3621
36	Mississauga O.P. Amendment 198
37	Markham Twp. O.P. Amendment 8
38	Scarborough O.P. Amendment 205
39	Scarborough O.P. Amendment 206

- * Amendment 1 to the Metropolitan Plan has already been incorporated into Map II (Land Use Plan) and is not therefore shown in the attached sketches which illustrate changes to the Land Use Plan since December 1966.

- ** Amendment 22 to the Metropolitan Plan had not been adopted by the Metropolitan Council as of December, 1968

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

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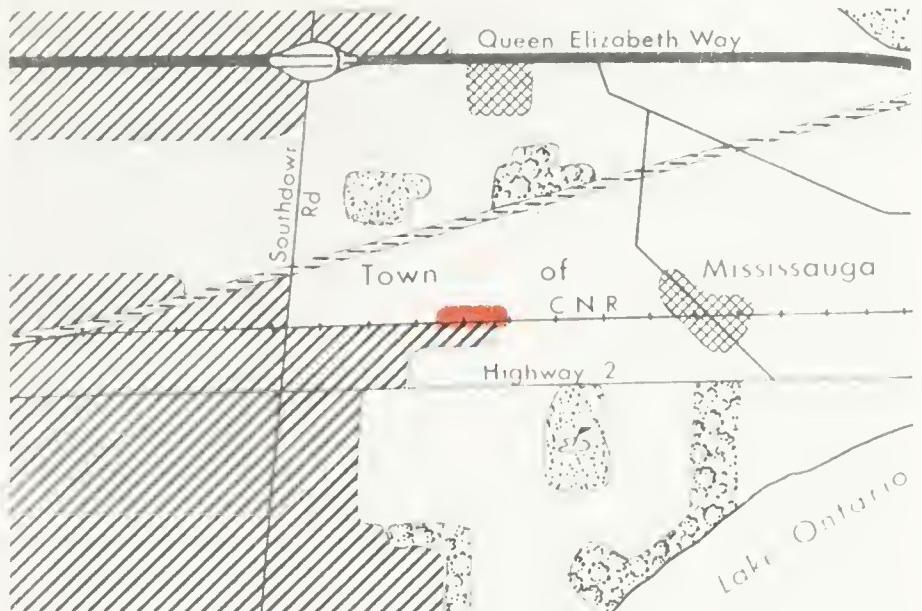
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METROPOLITAN PLAN AMENDMENT No. 2



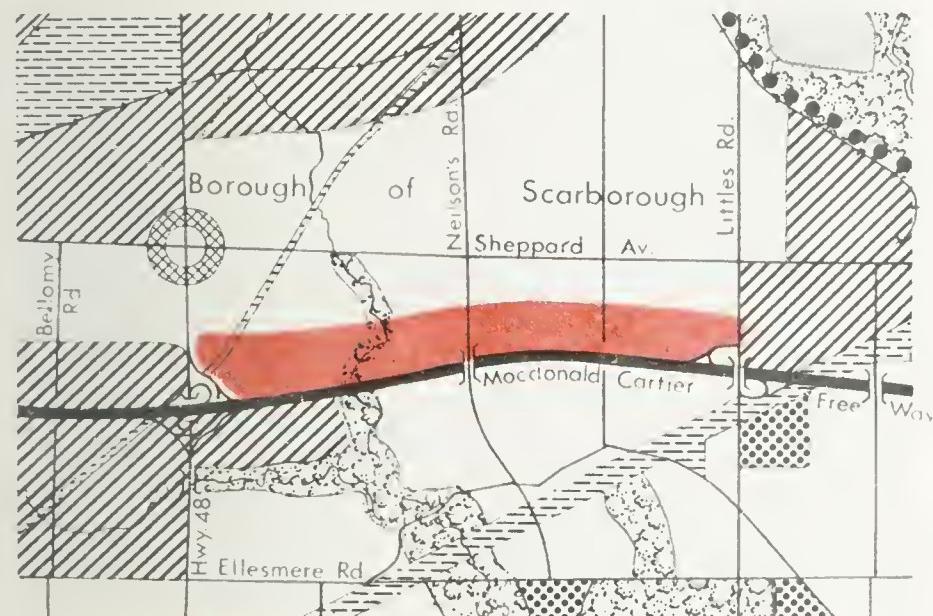
From Residential (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 3



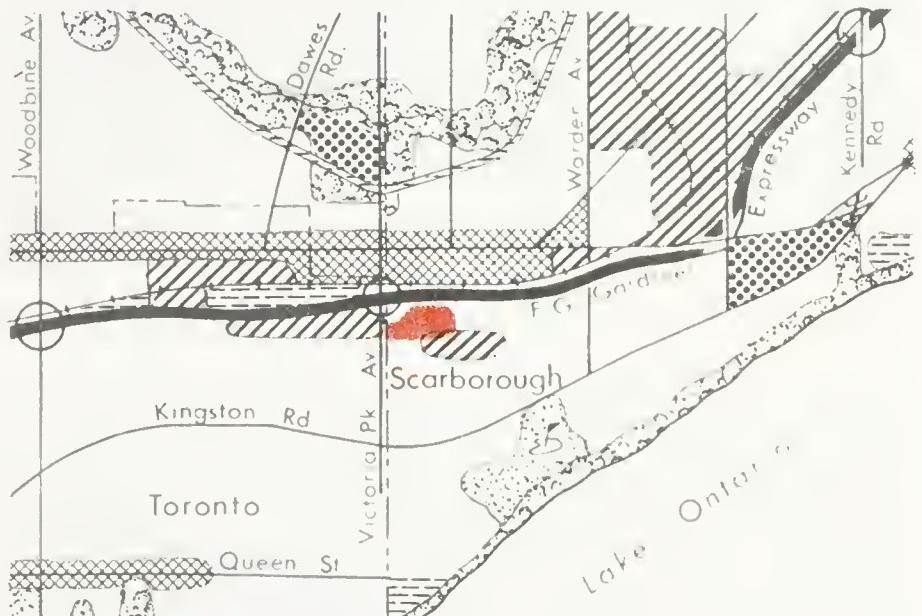
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 4



From Residential (urban) to Industrial (urban)

METROPOLITAN PLAN AMENDMENT No. 5



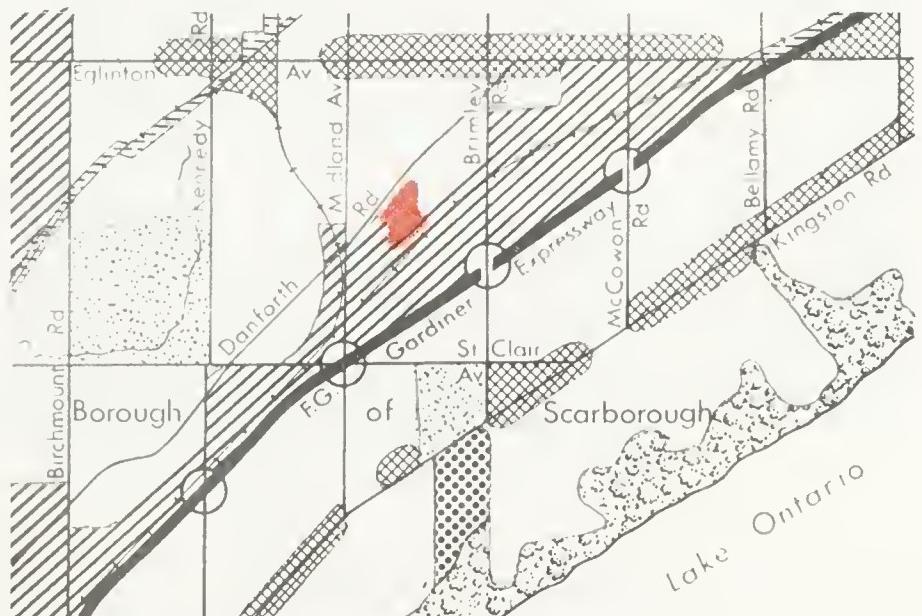
From Major Commercial to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 6



Industrial (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 7



Industrial (urban) to Residential (urban)

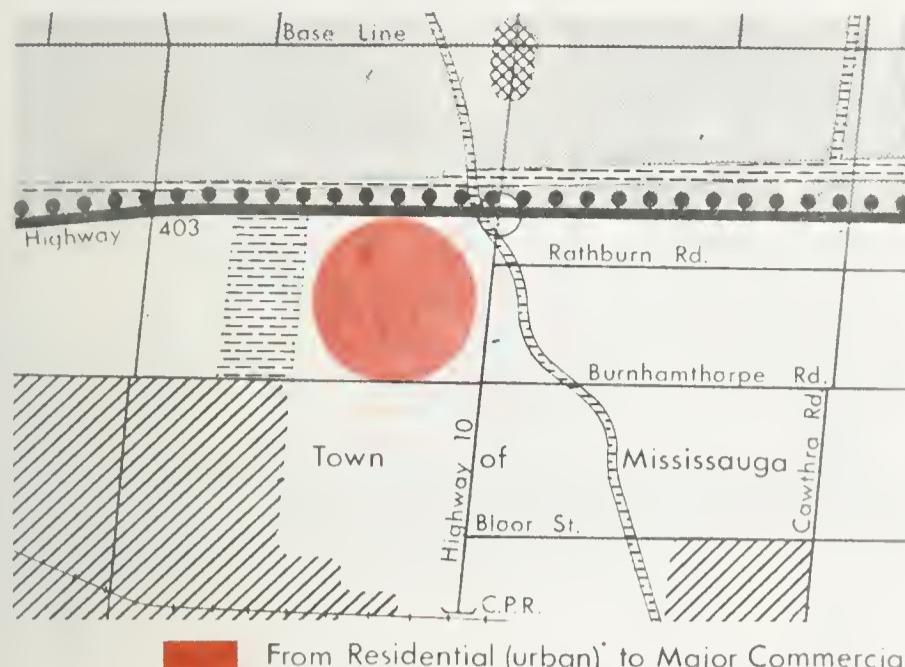
• • • Urban Development Area Boundary

- Residential (urban)
- Residential (rural)
- ▨ Major Commercial
- Major Commercial (indefinite location)
- ▨ Industrial (urban)

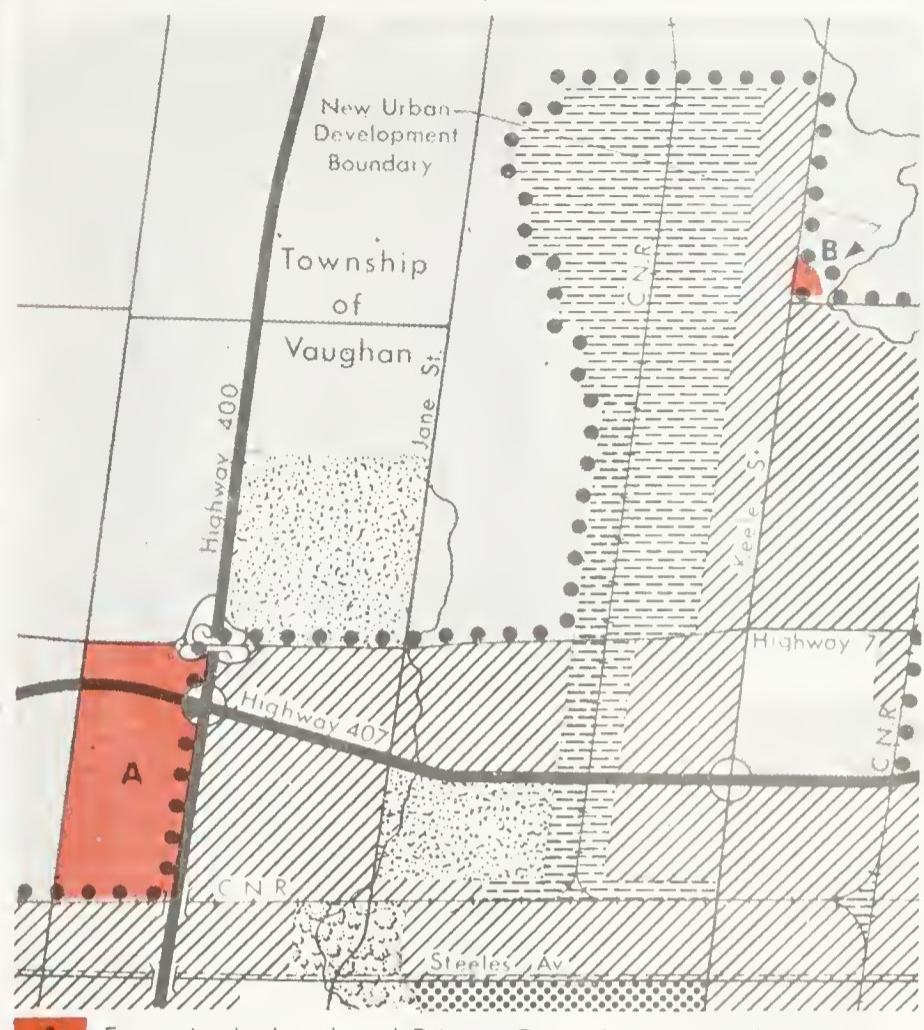
Scale: 1 inch to 5000 feet

- ▨ Major Institutional
- ▨ Public Open Space
- ▨ Private Open Space
- ▨ Transportation & Utilities
- ▨ Agricultural

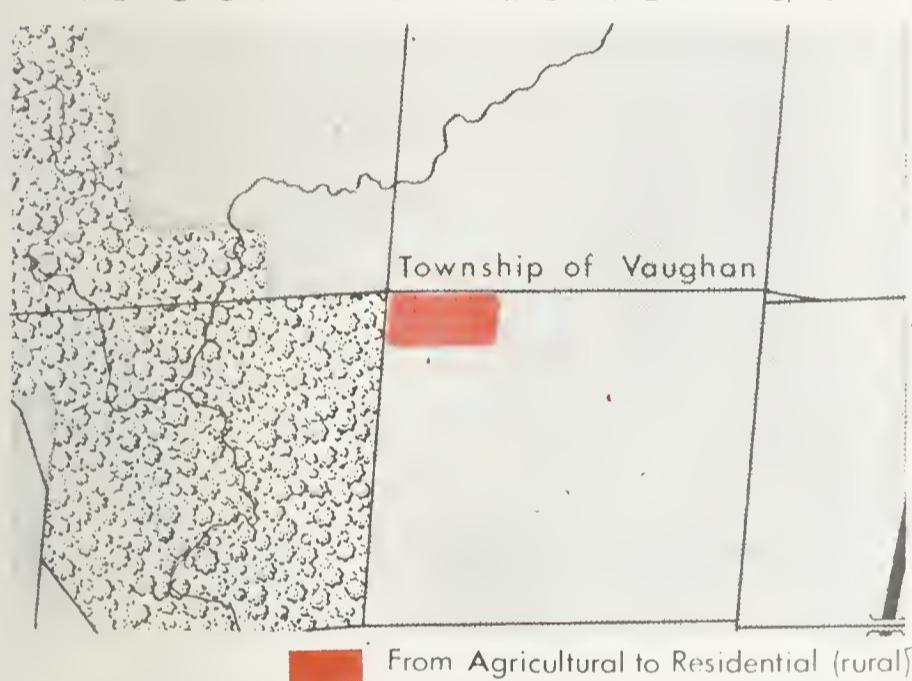
METROPOLITAN PLAN AMENDMENT No. 8



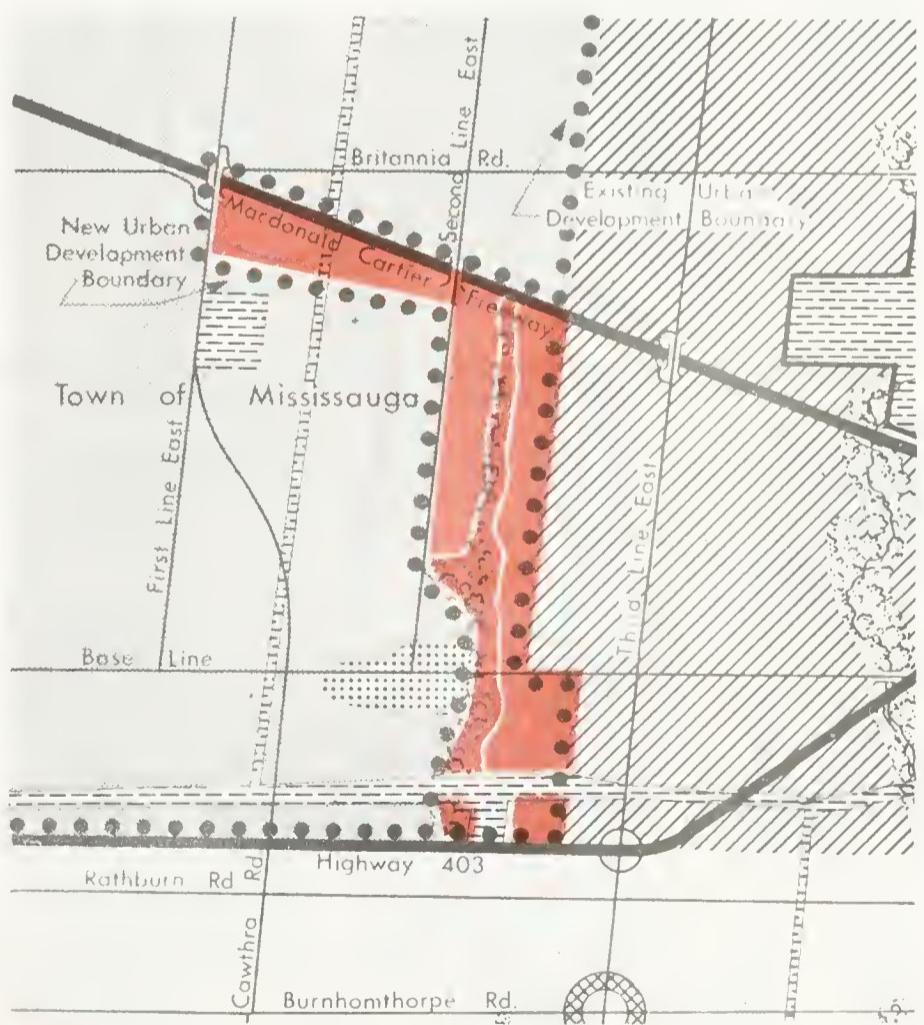
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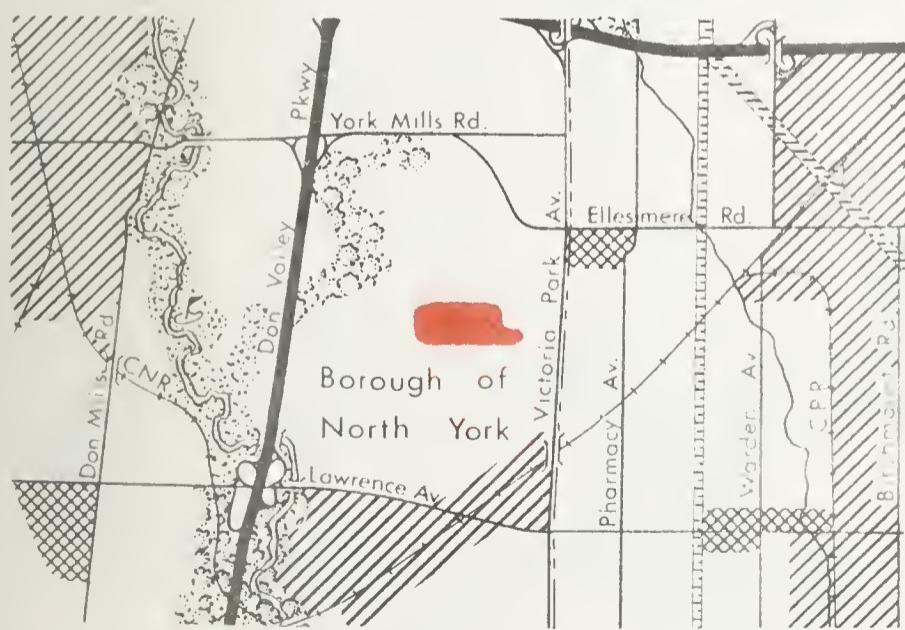
METROPOLITAN PLAN AMENDMENT No. 10



METROPOLITAN PLAN AMENDMENT No. 12



METROPOLITAN PLAN AMENDMENT No. 11



From Major Institutional to Residential (urban)

Residential (urban)

Residential (rural)

Major Commercial

Major Commercial (indefinite location)

Industrial (urban)

Major Institutional

Public Open Space

Private Open Space

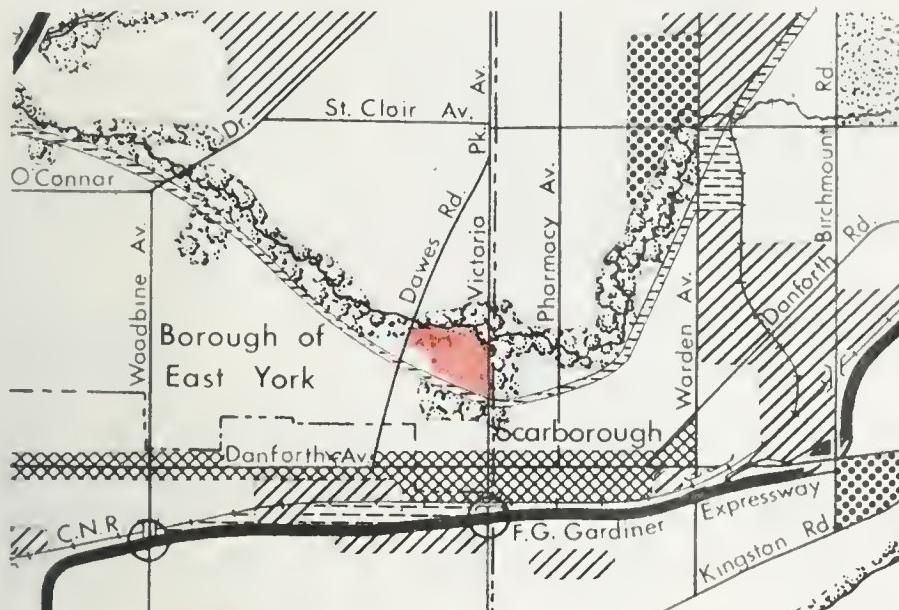
Transportation & Utilities

Agricultural

• • • Urban Development Area Boundary

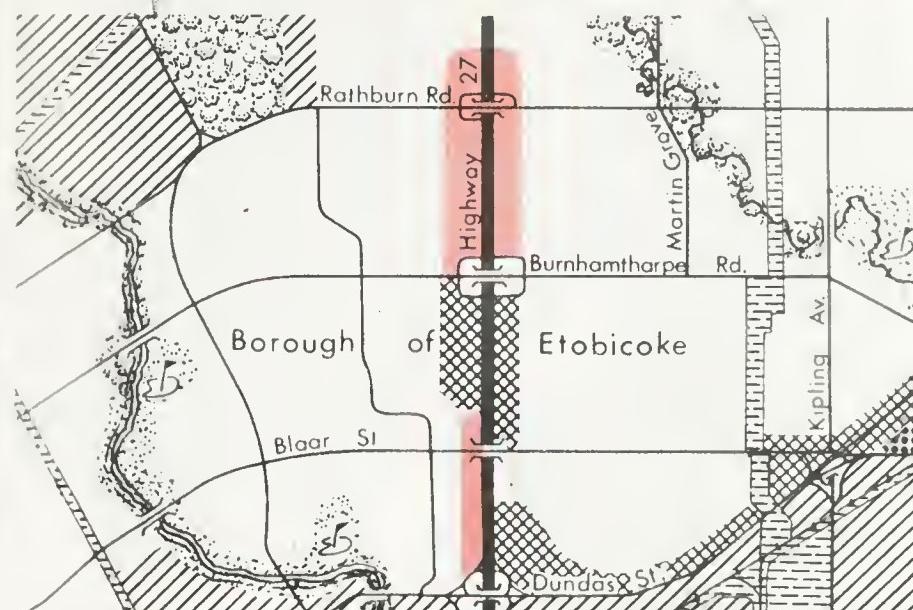
Scale: 1 inch to 5000 feet

METROPOLITAN PLAN AMENDMENT No. 13



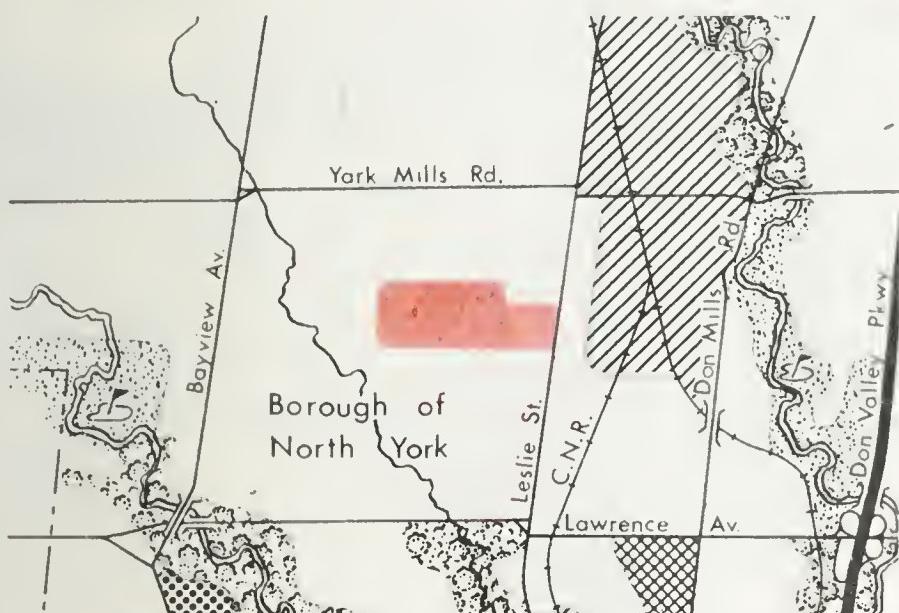
From Major Institutional to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 14



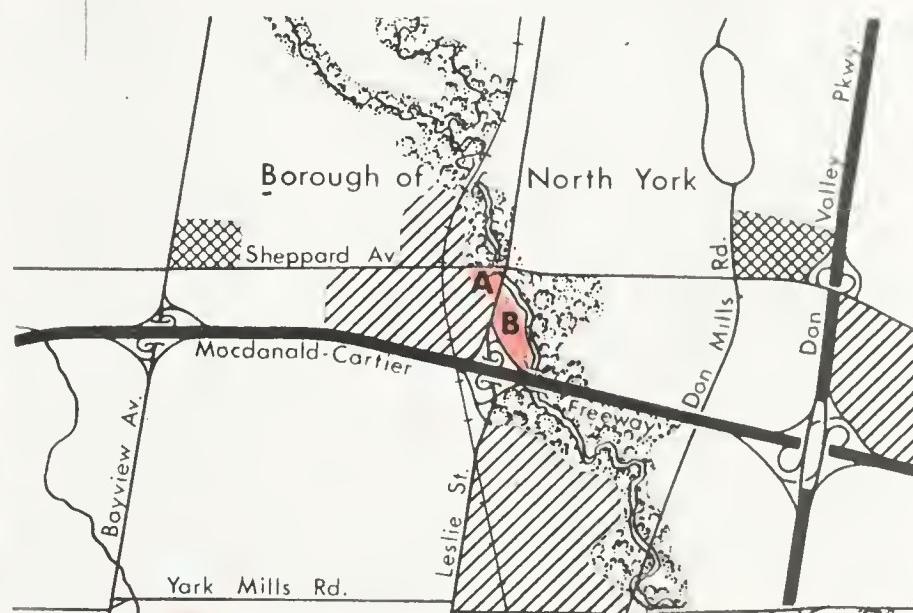
From Major Commercial to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 17



From Private Open Space to Residential (urban)

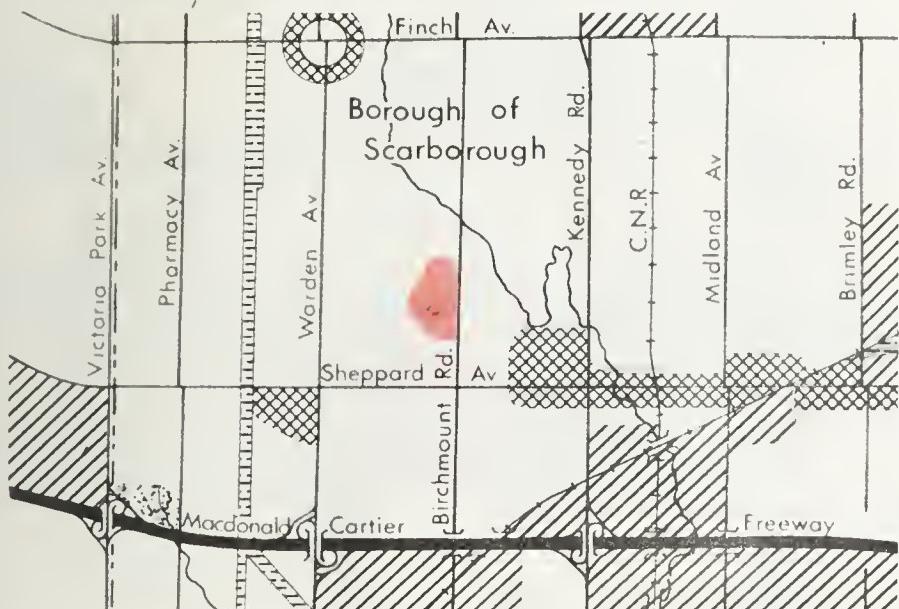
METROPOLITAN PLAN AMENDMENT No. 18



A From Public Open Space to Industrial (urban)

B From Public Open Space to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 19



From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 20



From Industrial (urban) to Major Institutional

[White Box] Residential (urban)

[Cross-hatched Box] Major Commercial

[Globe Pattern Box] Major Commercial (indefinite location)

[Diagonal Stripes Box] Industrial (urban)

[Dotted Box] Major Institutional

[Dashed Box] Public Open Space

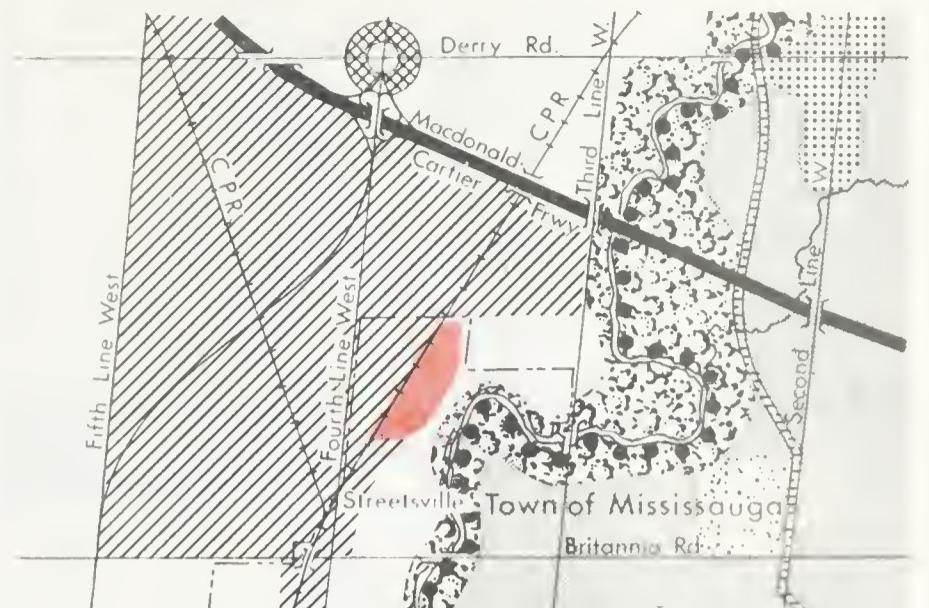
[Dotted Box] Private Open Space

[Horizontal Stripes Box] Transportation & Utilities

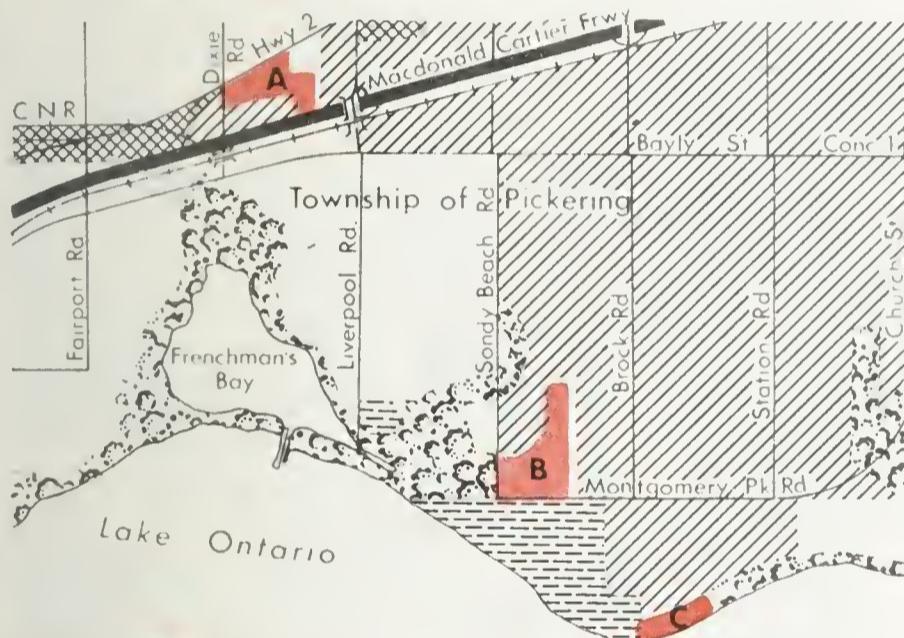
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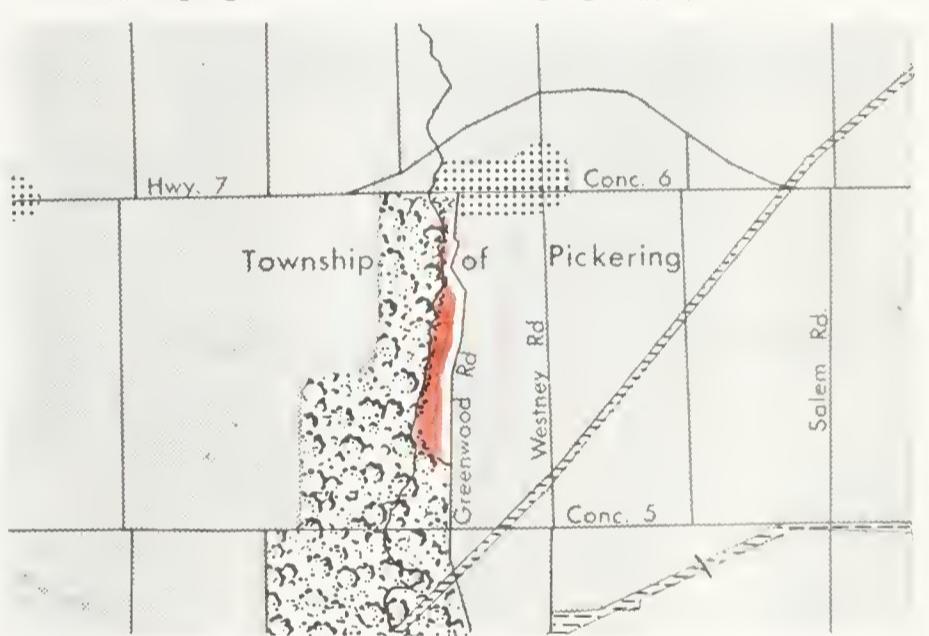
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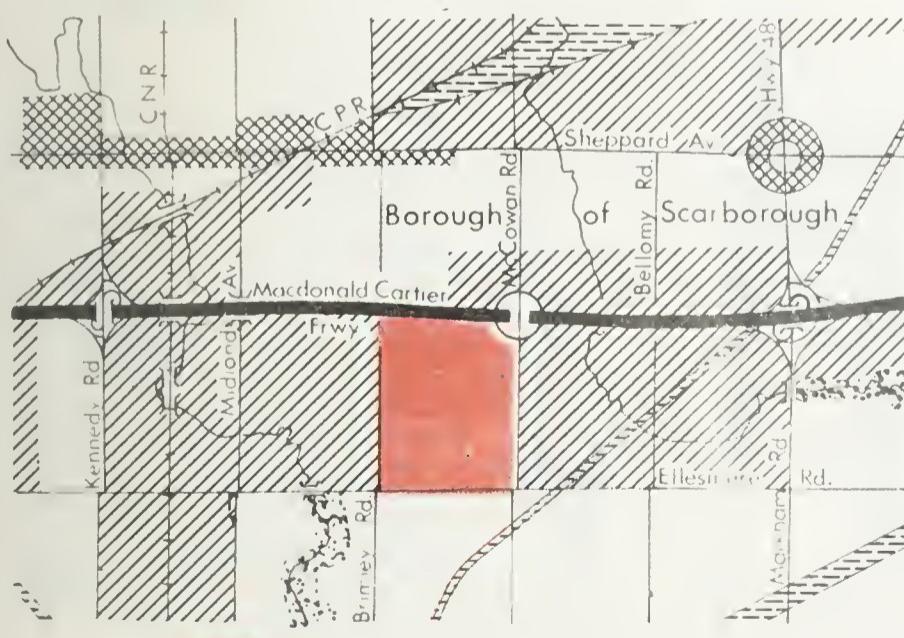
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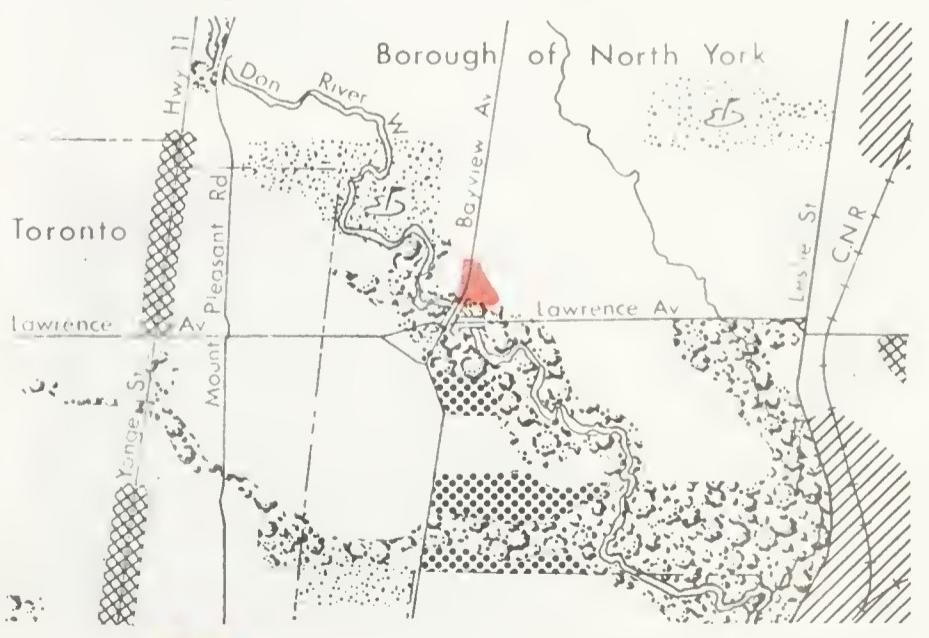
METROPOLITAN PLAN AMENDMENT No. 26



METROPOLITAN PLAN AMENDMENT No. 28



METROPOLITAN PLAN AMENDMENT No. 29



• • • Urban Development Area Boundary

Residential (urban)

Major Institutional

Major Commercial

Public Open Space

Major Commercial (indefinite location)

Private Open Space

Industrial (urban)

Transportation & Utilities

Scale: 1 inch to 5000 feet

METROPOLITAN PLAN AMENDMENT No. 30



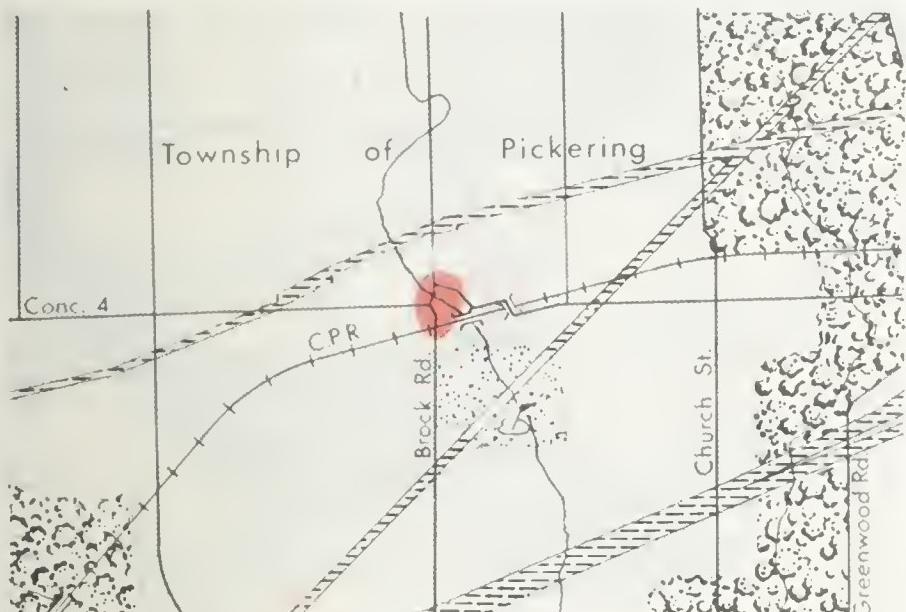
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 31



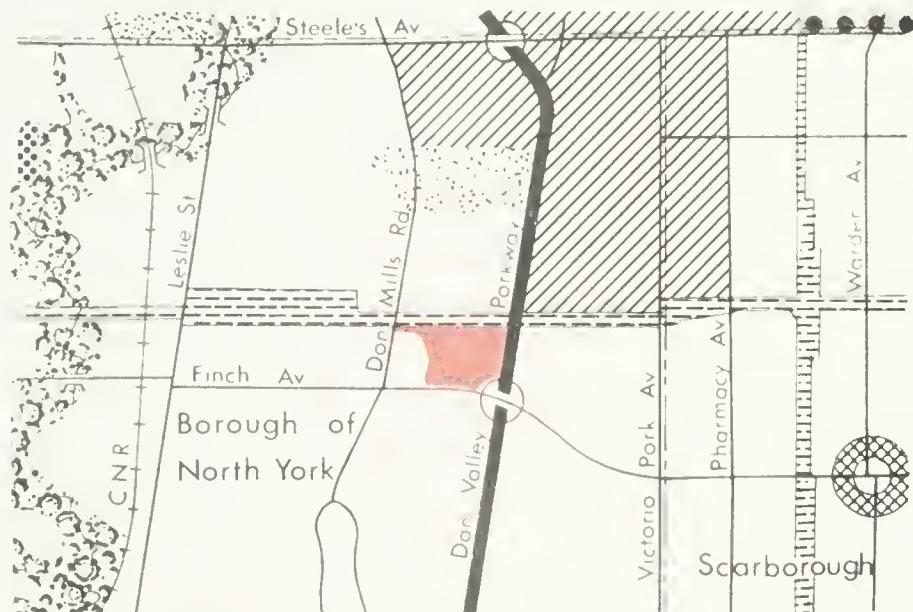
From Agricultural to Transportation & Utilities

METROPOLITAN PLAN AMENDMENT No. 32



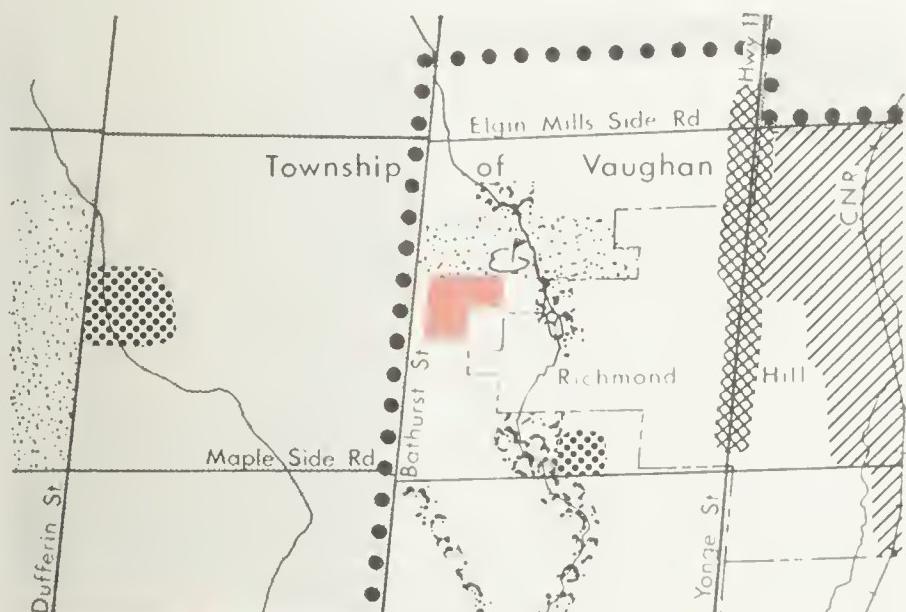
From Agricultural to Residential (rural)

METROPOLITAN PLAN AMENDMENT No. 33



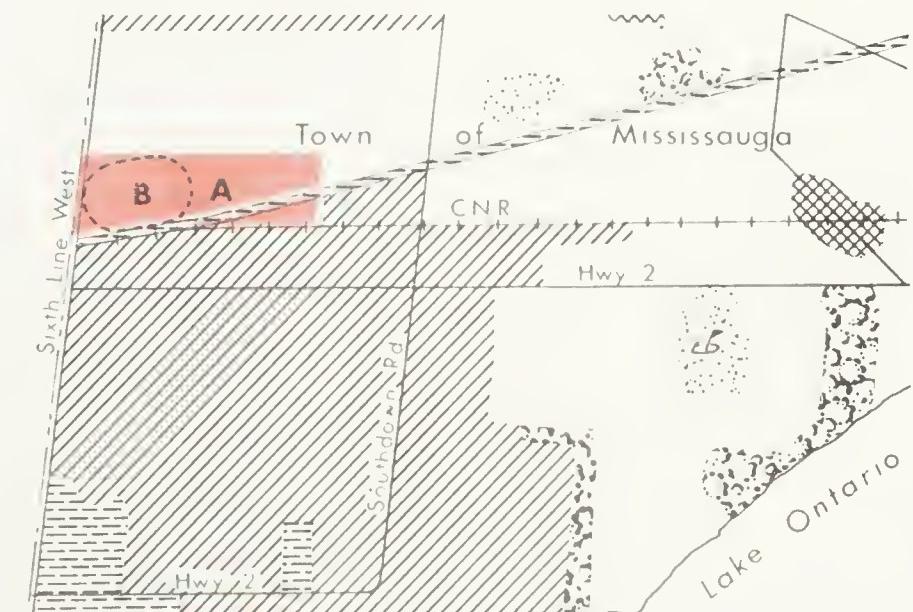
From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 35



From Residential (urban) to Private Open Space

METROPOLITAN PLAN AMENDMENT No. 36



A From Industrial (urban) to Residential (urban)

B From Industrial (urban) to Major Institutional

Residential (urban)

Residential (rural)

Major Commercial

Major Commercial (indefinite location)

Industrial (urban)

Major Institutional

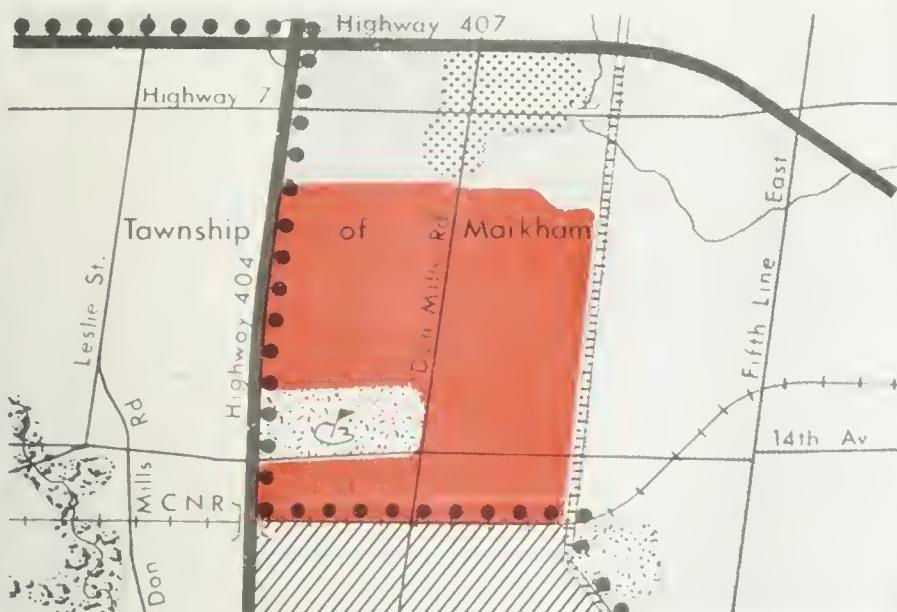
Public Open Space

Private Open Space

Transportation & Utilities

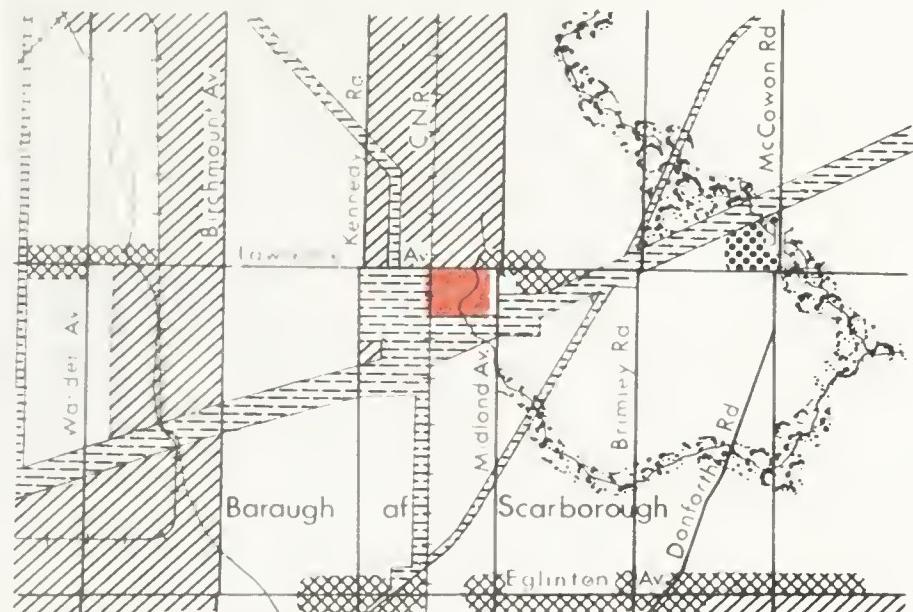
Agricultural

METROPOLITAN PLAN AMENDMENT No. 37



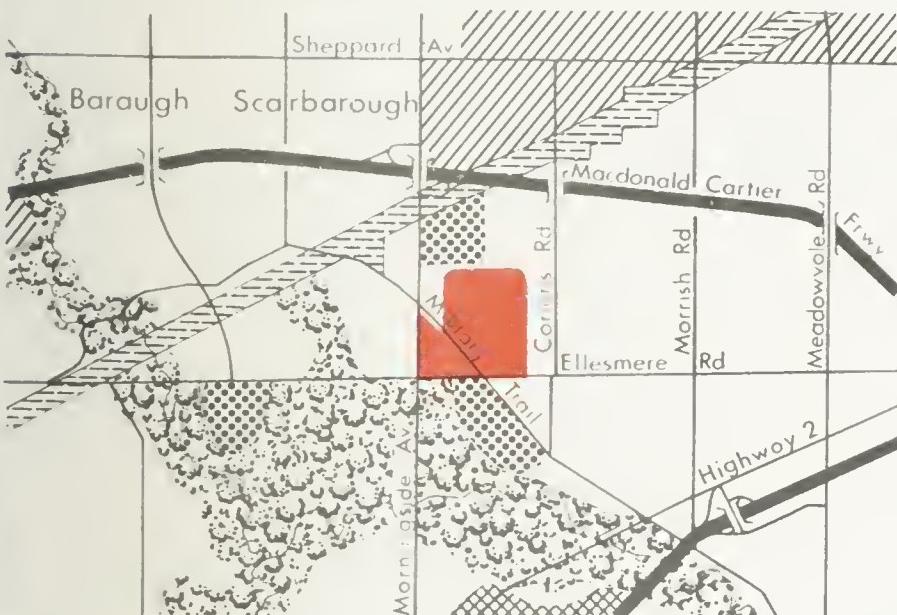
From Agricultural to Industrial (Rural)

METROPOLITAN PLAN AMENDMENT No. 38



From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 39



From Residential (urban) to Major Institutional

- Residential (Urban)
- Residential (Rural)
- ▨ Major Commercial
- ▨ Industrial (urban)
- ▨ Major Institutional

- ▨ Public Open Space
- ▨ Private Open Space
- ▨ Transportation & Utilities
- ▨ Agricultural
- ● ● Urban Development Area Boundary

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

AMENDMENT 15

APARTMENT DEVELOPMENT CONTROL POLICY

Under the general heading "POPULATION AND DENSITY" (Section 10) of the Metropolitan Plan, add sections 10.1 to 10.14 of the Apartment Policy and Maps I-B and I-C, as follows:

APARTMENT DEVELOPMENT*

GENERAL PRINCIPLES

Section 10.1

The density provisions of this policy shall not be construed to apply to any location or site which a local municipality has not approved for apartment development. Within each density sector designated on Map I-C, the local municipality will determine which sites, if any, may be used for apartment development and the appropriate net site density at which such development may take place, provided that the limits stipulated in the Schedule of Maximum Densities designated on Map I-C are not exceeded. An apartment development proposal will not conform to this policy merely because it conforms to the maxima stipulated on Maps I-B and I-C unless the site, density and proposed scale of the development have first been approved by the local municipality.

Section 10.2

The density provisions of this policy are maximum figures to ensure that problems of Metropolitan significance do not occur. A local municipality may provide for apartment development up to the limits established by this policy as warranted by local conditions. Where local planning objectives justified in a District Plan adopted by a local council indicate that it is desirable and consistent with the objectives of the Metropolitan Plan to increase the density of a defined area beyond the maximum limits established on Map I-C, the area in question shall be redesignated to another density sector in which higher density limits are permitted in accordance with the Schedule of Maximum Densities.

Section 10.3

The distribution provisions of this policy shall not be construed to alter the provisions of a District Plan adopted by a local municipality in accordance with the provisions of the Metropolitan Plan and approved by the Minister of Municipal Affairs where such District Plan provides specifically for the long-term distribution of apartments.

*Note: This policy shall apply to apartment proposals initiated at a local level after January 1, 1967. Proposals initiated before that date will continue to be examined on the basis of the Board's Interim Policy in cases where the revised policy is more restrictive.

Section 10.4

The provisions of this policy shall require that apartment development in any municipality be undertaken in accordance with site development standards not less than those which may from time to time be adopted by the Metropolitan Toronto Planning Board by amendment to this policy, or, where the Metropolitan Toronto Planning Board has not established such standards for general application throughout Metropolitan Toronto, in accordance with site development standards not less than those which normally prevail in that local municipality. Specifically the Metropolitan Toronto Planning Board will require additional separation where local municipal standards do not provide adequate distances between apartment and non-apartment uses.

Section 10.5

The provisions of this policy shall not apply

- (a) to restrict the floor space index or density in units per acre of senior citizens' apartments or homes for the aged provided that the site development standards of such development are not less than as described in Section 10.4,
- (b) to commercial development including incidental apartment accommodation as permitted by the Metropolitan Plan and including apartment hotels and bona fide mixed commercial-residential buildings in which the apartment accommodation is an integral and secondary feature of a predominantly commercial building.

PRINCIPLES OF DISTRIBUTION

Section 10.6

Within all Planning Districts and Municipal Subdistricts in Metropolitan Toronto, a local municipality may provide in a District Plan for apartment development exceeding the total number of dwelling units specified on Map I-B for each Planning District and Municipal Subdistrict, provided that the population distribution provisions of Map I of the Metropolitan Plan are not exceeded thereby.

Section 10.7

Within all Planning Districts and Municipal Subdistricts in the Municipality of Metropolitan Toronto the number of units assigned for ten years on Map I-B will be used as a guide by the Board in examining immediate rezoning proposals to ensure that excessive amounts of land involving redevelopment are not rezoned.

Section 10.8

Within Planning Districts 17 to 23 inclusive (the fringe municipalities of the Metropolitan Toronto Planning Area), a local municipality may provide for the distribution of apartments in a manner consistent with the provisions of the local Official Plan for apartment development and with the population distribution provisions of the Metropolitan Plan.

Section 10.9

For the purposes of Sections 10.6, 10.7 and 10.8 above an apartment unit is defined as a self-contained dwelling unit in a building containing six or more dwelling units which are arranged on at least two levels and which share common access to the building at street level.

PRINCIPLES OF DENSITY

Section 10.10

The provisions of Map I-C shall apply within all Planning Districts within the Metropolitan Toronto Planning Area.

Section 10.11

The density of individual apartment development projects (of single buildings or of groups of buildings conceived as an architectural unit) permitted by this policy shall be determined by

- (a) the "density sector" within which the project site is located, as shown on Map I-C,
- (b) the "type-location" within a given density sector,
- (c) the proposed number of dwelling units per net residential acre, including the total number of dwelling units contained in all apartment houses, row houses, maisonettes, etc.,
- (d) the ratio of the gross floor area to the net site area (floor space index),
- (e) the percentage ratio of net on-site landscaped open space to gross floor area.

Section 10.12

For the purposes of this policy,

- (a) gross floor area means the aggregate of the areas of each floor above grade, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any part of the building or structure above grade used for the storage or parking of motor vehicles, locker storage and laundry facilities, but

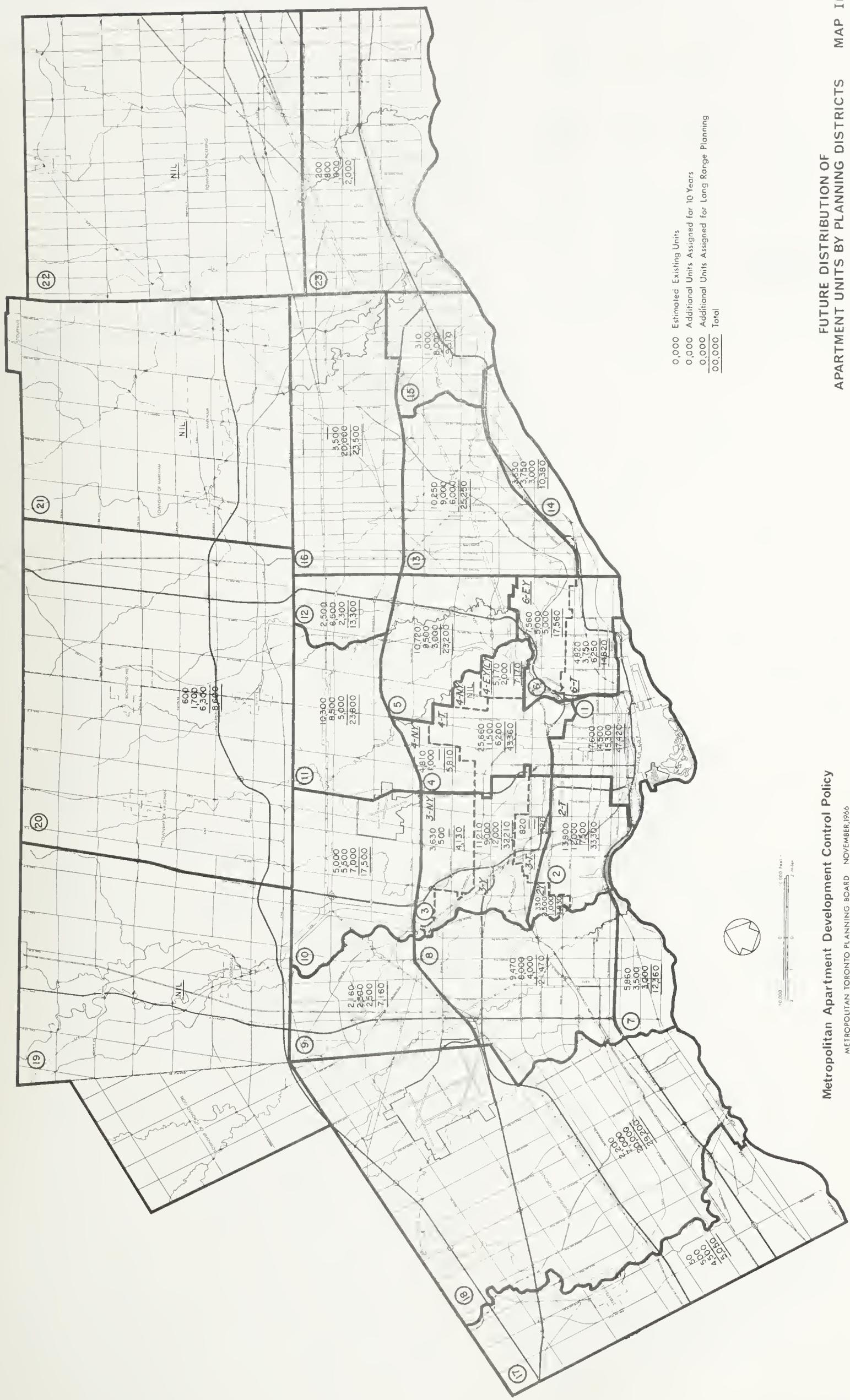
excluding any part of the building or structure used for retail commercial purposes open to the public and any areas used for recreational or mechanical purposes,

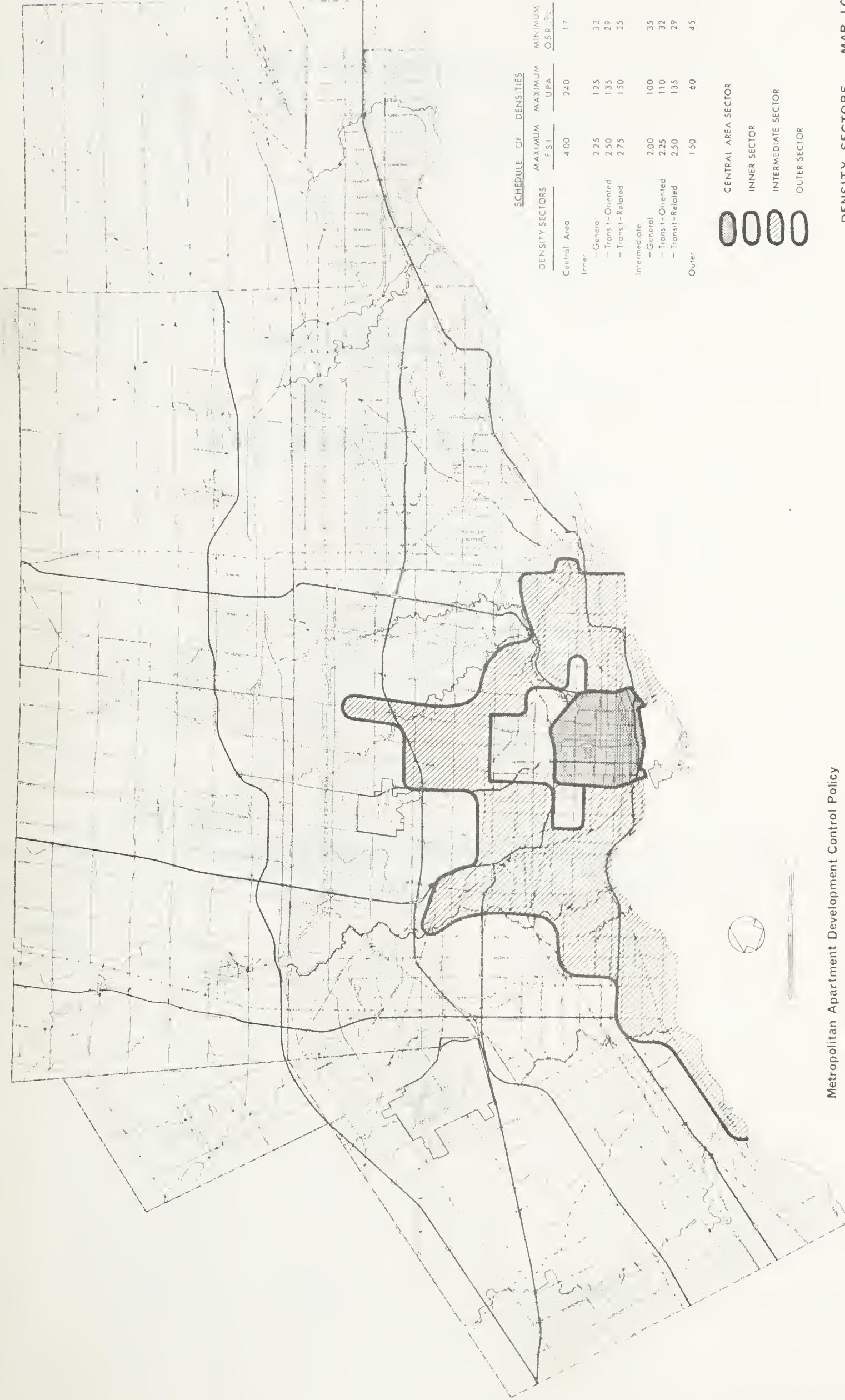
- (b) landscaped on-site open space means open, unobstructed space on the site which is suitable for landscaping, including any part of the site occupied by recreational accessory buildings, any surfaced walk, patio or similar area, any sports or recreational area, any ornamental or swimming pool, and the roof or other part of a building or structure open to the air suitable for landscaping and used as a recreational area, but excluding any driveway or ramp, whether surfaced or not, any curb, retaining wall, or motor vehicle parking area,
- (c) a transit-related location means a site* located within 1,500 feet radius of a subway station or GO commuter train station and includes all of a site* only part of which may be within 1,500 feet of a station,
- (d) a transit-oriented location means a site* located within 1,500 feet radius of a transit artery served by 15 or more public transportation vehicles travelling in one direction during peak hour and includes all of a site* only part of which may be within 1,500 feet of the transit artery.

Section 10.13 A maximum floor space index specified in the table on Map I-C may be exceeded where the specified maximum density in units per acre is not exceeded and the specified minimum open space ratio is provided.

Section 10.14 A maximum density in units per acre specified in the table on Map I-C may be exceeded where the specified maximum floor space index is not exceeded and the specified minimum open space ratio is maintained.

* Where a District Plan, which provides for apartment development in a manner consistent with the objectives of this policy and with the principles of the Metropolitan Plan, is in effect, "site" means all or any part of an area designated in the District Plan for apartment uses. Where no such District Plan is in effect, "site" means a project area in single ownership which is not divided by streets, railways, rivers or similar clearly identifiable physical features.





Metropolitan Apartment Development Control Policy
METROPOLITAN TORONTO PLANNING BOARD NOVEMBER 1966

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

AMENDMENT 16

GENERAL RENEWAL PLAN

Under the general heading "URBAN RENEWAL" (Section 15) of the Metropolitan Plan, add sections 15.1 - 15.27 and Maps V and V-B, as follows:

METROPOLITAN GENERAL RENEWAL PLAN

SCOPE OF URBAN RENEWAL PROGRAM

Section 15.1

Urban renewal in Metropolitan Toronto should proceed by way of:

- (a) A large-scale program applied across very broad sections of the city and inner residential areas (the Renewal Districts shown on Map V);
- (b) Comprehensive schemes prepared for large individual sectors within these broad areas (the Renewal Sectors shown on Map V);

Section 15.2

The renewal process should be carried out concurrently in all sections of the metropolitan area included in the program. It should be directed to the improvement of residential, industrial and commercial properties in appropriate areas and the simultaneous removal of incompatible industrial structures from residential areas and deteriorated residential structures from industrial areas. The emphasis should be on rehabilitation and spot clearance activities, rather than on large-scale clearance.

Section 15.3

The urban renewal program should be directed to areas in which comprehensive public renewal activities are required and in which significant private renewal activity cannot be foreseen. The public renewal program should therefore not be concerned at this time with the following areas: downtown; suburban sub-centres; outlying commercial districts; isolated pockets of residential blight in the inner suburbs; isolated non-conforming industrial pockets; and pockets of pre-sub-division or cottage housing.

RESPONSIBILITIES

Section 15.4

The allocation of responsibility between the Metropolitan Corporation and the area municipalities should be consistent with the basic framework of government in Metropolitan Toronto. The Metropolitan Corporation's responsibility should be limited to financial participation and the coordination of urban renewal activities in the metropolitan framework through the "general plan for renewal" contained in this report; the area municipalities should be responsible for the detailed planning and execution of renewal schemes.

Section 15.5

Local planning boards should be responsible for the preparation of plans for Renewal Districts, based on the metropolitan "general plan for renewal".

Section 15.6

Each area municipality involved in urban renewal should appoint an "urban renewal administrator" to prepare and execute Renewal Sector schemes.

Section 15.7

The Ontario Housing Corporation should be responsible for providing new and rehabilitated low-rental and moderate-rental housing where appropriate, in all renewal areas as well as in the remainder of the metropolitan area, and should extend its operations to include the production of housing for the lower ranges of the middle-income category. The Metropolitan Toronto Housing Company should be responsible for providing housing for elderly persons in renewal areas.

PLANNING OF RENEWAL PROGRAM

Section 15.8

The "general plan for renewal", defining the scope and basic principles and policies of the general treatment program along the lines shown on Map V-B should ultimately be incorporated in the Metropolitan Plan. It would then provide a suitable basis for the Federal and Provincial governments to participate in urban renewal in the metropolitan area.

Section 15.9

Plans for Renewal Districts should include:

- (a) Population distribution and general density pattern;
- (b) General land use plan;
- (c) Required public services;
- (d) General transportation pattern;
- (e) General servicing plan.

Section 15.10

Renewal Sector schemes should consist of all the different elements involved in neighbourhood improvement, as required by the present legislation including:

- (a) Determination of the types of action to be taken with respect to the individual properties in the sector (acquisition, clearance, public or private rehabilitation, re-use), and the methods of carrying them out.

- (b) Determination of public works requirements (street changes, pavement and sidewalk improvements, sewer and water improvements, landscaping, etc.) and improvements in municipal housekeeping services, and the programming of those works and services.
- (c) Determination of required community facilities, including schools, welfare and social facilities, parks and shopping, and methods to be used in correcting existing deficiencies.
- (d) Relocation policies and methods.
- (e) Programming of by-law enforcement and assistance to home owners in rehabilitation.
- (f) Physical plan of renewal.

Section 15.11

Renewal Sector schemes should be flexible, and directed towards "performance" specifications, leaving the responsibility for siting and detailed design to the end user.

Section 15.12

Prospective developers should be involved at an early stage in the preparation of plans for major clearance pockets in order to establish the general feasibility of desirable projects.

ADMINISTRATION OF RENEWAL PROGRAM

Section 15.13

A long-term agreement should be concluded between the Metropolitan Corporation and the area municipalities concerned, and between the municipalities and the senior governments, including the Ontario Housing Corporation, to establish each party's obligation to undertake its respective responsibilities in carrying out the renewal program proposed in this report.

Section 15.14

The preparation of a plan for each of the eight Renewal Districts shown on Map V and a scheme for each of the eight priority Renewal Sectors shown on Map V should be proceeded with concurrently. Renewal schemes for the eight priority sectors should be carried out over a 5-year period. The remaining 14 Renewal Sector schemes should be completed within a 15-year period.

Section 15.15

A permanent Standing Committee on Urban Renewal, comprised of representatives from the four levels of government and the Ontario Housing Corporation, should be established with responsibility for:

- (a) Coordination of their respective interests in the preparation of Renewal Sector schemes;
- (b) Giving formal approval to Renewal Sector schemes before they are submitted to all levels of government for adoption.

Section 15.16

The Metropolitan Council and the area municipality concerned should submit joint applications for financial contributions from senior governments in carrying out renewal schemes.

Section 15.17

The net cost of all renewal schemes should be shared on a uniform basis in the following proportions:

Government of Canada	50%
Province of Ontario	25%
Metropolitan Toronto	12½%
Local area municipality	12½%

GENERAL POLICIES

Section 15.18

All activities involving public facilities and services in the renewal areas (schools, parks, street and transportation improvements sewer improvements etc.), should be incorporated in the urban renewal program and their costs included in the costs of the renewal program. Families displaced through such activities should be provided for in the relocation program. Provision should be made for day nurseries and other community facilities in areas where substantial amounts of public housing are being provided.

Section 15.19

Local municipalities should be encouraged to adopt local housing standards by-laws which should be enforced uniformly in all renewal areas. The possibility of including in the renewal program the acquisition, at site value, of those properties which are not brought into compliance with housing standards should be explored with respect to enabling legislation.

Section 15.20

Residential land disposal policies and re-use prices should be directed toward:

- (a) Securing the most satisfactory balance of public low-rental and moderate-rental housing, private rental housing and private ownership housing in each residential renewal sector.

- (b) Encouraging the maximum participation of private builders and private home purchasers in the production of both new and rehabilitated housing.
- (c) Encouraging non-profit associations (churches, trade unions, housing cooperatives, etc.) to provide moderate rental housing.

Section 15.21

For residential property, re-use prices should be based solely on the desired cost or rental value of the housing to be provided, whether public or private, new or rehabilitated, with necessary controls placed on the end price or rent level.

Section 15.22

For non-residential land, re-use prices should be related to the desired cost or rental value of the ultimate use, based on specific market and economic considerations.

Section 15.23

Land should be disposed of by lease rather than sale, in order to:

- (a) Achieve greater flexibility in arranging desirable re-use schemes;
- (b) Capitalize on long-term increased in value;
- (c) Facilitate subsequent stages of renewal in future years.

Section 15.24

The costs of renewal should include the relocation and moving expenses of displaced residents and businesses, the cost of professional and technical assistance, and special financial assistance for:

- (a) Displaced home owners who cannot be suitably accommodated in available purchase housing nor readily relocated into rental housing, by means of special loans to purchase a replacement property with a moratorium on repayment until the property is sold;
- (b) Home owners whose properties require improvement but who cannot readily absorb the necessary expenditure or consequent indebtedness, by means of:
 - (i) Direct grants to low-income families;
 - (ii) Special loans at below-market rates or with a moratorium on repayment until the property is sold.

Section 15.25

The costs of renewal may include expenditures may include expenditures required for correcting air pollution sources in the vicinity of residential renewal projects and for meteorological studies which may be required.

LEGISLATION

Section 15.26

Applicable legislation should be amended, if required, to:

- (a) Permit the concurrent preparation of renewal district plans and renewal sector schemes;
- (b) Include as renewal costs the various cost elements detailed in sections 15.24 and 15.25 above;
- (c) Permit Metropolitan Toronto and the area municipalities concerned to make joint application for approval of renewal schemes by the senior governments;
- (d) Eliminate the requirement for Ontario Municipal Board approval of "redevelopment plans" in view of the existing requirement for Provincial approval of "renewal schemes" and Ontario Municipal Board approval of zoning by-laws and municipal capital expenditures.

FURTHER STUDIES

Section 15.27

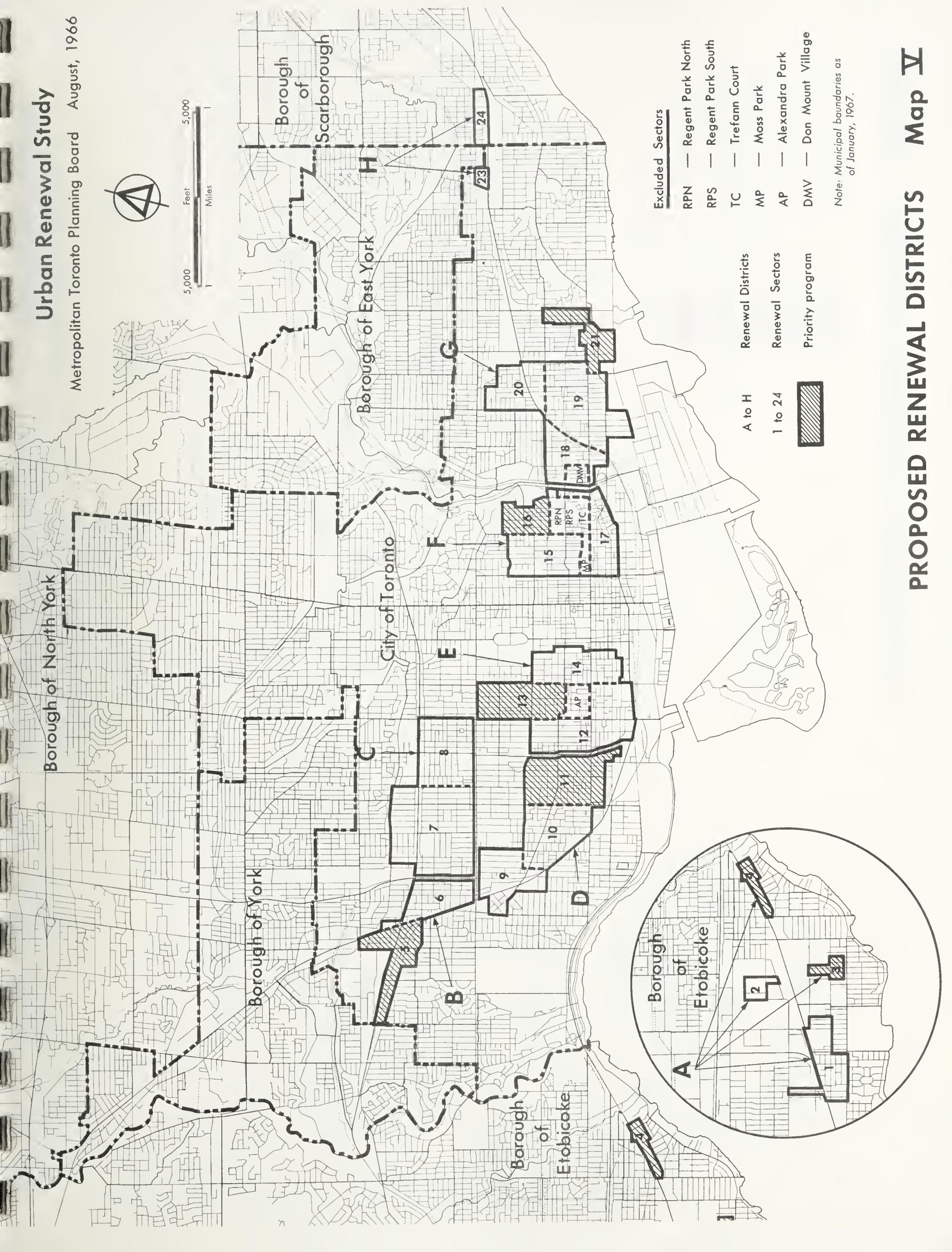
Further studies should be carried out of:

- (a) The feasibility of undertaking industrial and commercial rehabilitation;
- (b) Short-term and long-term housing needs in the metropolitan area;
- (c) Suitable land use and development policies for the 'special areas' delineated in the proposed renewal program;
- (d) The Metropolitan Corporation and the Ontario Housing Corporation should explore the possible application of H.O.M.E. programs on lands made available in renewal programs, and ways of creating low income cooperatives and condominiums;

- (e) The Metropolitan Corporation should review with the federal and provincial governments the policy which provides that property compensation is defined as income in a number of public pension or allowance programs. This policy, it is felt, results in hardship and the loss of existing benefits and advantages;
- (f) The Metropolitan Planning Board should undertake a comprehensive study of rehabilitation procedures to provide a guide to local municipalities and to determine the proper Metropolitan role in promoting areawide rehabilitation programs;
- (g) The Metropolitan Planning Board should be responsible for continuous evaluative studies of urban renewal, housing standards and private redevelopment activities;
- (h) The Metropolitan Corporation should study changes in legislation respecting housing standards by-laws required to make them more effective;
- (i) The Metropolitan Corporation should study the downtown central core of the Metropolitan Area with the view to ascertaining the Metropolitan involvement in any future urban renewal scheme.

Urban Renewal Study

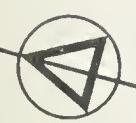
Metropolitan Toronto Planning Board August, 1966



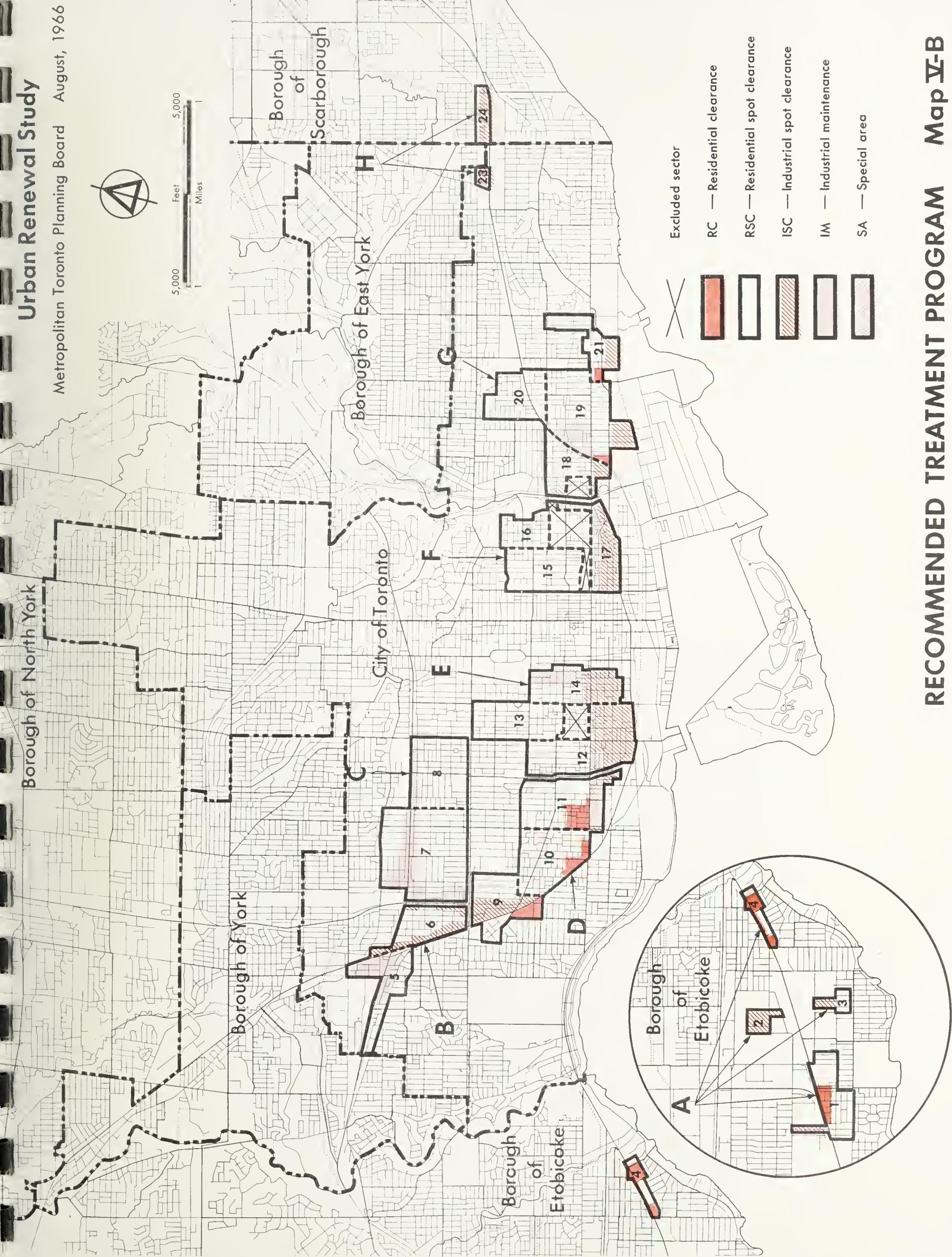
PROPOSED RENEWAL DISTRICTS Map V

Urban Renewal Study

Metropolitan Toronto Planning Board August, 1966



5,000
Feet
1
Miles



METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

AMENDMENT 23

MAJOR TRANSPORTATION FACILITIES

Revise footnotes to section 17 and Map III of the Metropolitan Plan to read

"The complete validity has not yet been established of certain major transportation facilities shown on Map III, e.g. the Crosstown Expressway. Because of their importance in the consideration of land use and population distribution and the overall transportation system, they are included in the plan at this time. They will be subject to specific review in the first quinquennial review of the Metropolitan Plan, and if not considered warranted at that time will be deleted from the plan by amendment".



METROPOLITAN PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

AMENDMENT 27

REVISION TO POLICY RESPECTING BUILDING SETBACKS
FROM METROPOLITAN ROADS.

AMENDMENT 27

(a) Revise section 30 to read

30. Development will be permitted adjacent to a major arterial road as designated on Map III where provision has been made for the following:

- (a) Minimum right-of-way as designated on Map IV plus such additional right-of-way as may be required for intersection improvement and/or interchange approaches.
- (b) Setbacks from Metropolitan Roads to provide adequate site amenities and a sound environment in relation to the abutting road, in accordance with the following provisions:
 - (i) Within the Urban Setback Area designated on Map IV, a minimum setback above grade of 20 feet from the required right-of-way designated on that map shall be required for residential buildings only except where a lesser setback has been approved in accordance with section 66A of Part II.B of this Plan.
 - (ii) In the remainder of the Metropolitan Area, a minimum setback above grade of 25 feet from the required right-of-way designated on Map IV for all types of buildings, except where a lesser setback has been approved in accordance with section 66A of Part II.B of this Plan.

(b) Add section 66A as follows:

Section 66A Building Setbacks

Subject to the requirements of section 30(a) of Part I.C of this Plan, the Metropolitan Council may by resolution reduce the setback requirements of section 30(b) of Part I.C where the reduced setback remains consistent with the intent of the Plan to provide adequate site amenities and a sound environment in relation to an abutting Metropolitan Road.

METROPOLITAN PLAN AMENDMENTS
December 1966 - December 1968

AMENDMENT 34

WATERFRONT DEVELOPMENT

New sections 15A and 66B and Map IIB shall be added to the Metropolitan Plan, and section 61 shall be deleted and a substitution therefor added, as follows:

WATERFRONT DEVELOPMENT

Section 15A.

Development across the waterfront of the Metropolitan Toronto Planning Area shall have regard for the following considerations:

Section 15A.1

Recreational Facilities

- (a) Virtually unlimited public access to the lake should be provided with particular regard for extending a belt of public open space westerly from Sunnyside through Etobicoke into Mississauga, and easterly from Balmy Beach through Scarborough to Pickering Township and the Town of Ajax, by a combination of lake filling and the acquisition of shore properties.
- (b) For boating and water sports, protected water should be provided in small boat harbours and waterways.
- (c) For sailing and small craft, provision should be made for
 - (i) 5000 boats in slips in public marinas and private clubs;
 - (ii) 6000 boat launchings per day on 100 ramp lanes;
 - (iii) winter storage space for 1500 boats on the launch ramp parking lots;
 - (iv) commercial boat works.
- (d) For rowing and paddling, numerous practice areas and at least one course of Olympic specification should be provided.
- (e) For bathing, 16 miles of public beach or quadruple the present length available, should be provided. For swimming, artificial facilities adjacent to the beaches should be available at strategic locations along the shore. Where treatment capacity is available, artificial lakes ought to be constructed instead of conventional outdoor pools. Lake swimming at guarded beaches should be encouraged where water quality and temperature permit.

- (f) For active and passive recreation, space should be created for outdoor games, picnicking, hiking, cycling, and riding, and sites for floral and artistic displays, indoor recreation centres, nature schools, private clubs, amusements and special attractions of all types.
- (g) Major athletic fields for competitive sports should be provided to serve the south-western and south-eastern portions of Metropolitan Toronto.
- (h) Outstanding natural features such as the Needles and the Cathedral Bluffs, and the lower reaches of the Humber, Rouge and other streams should be preserved for nature trails or wildlife sanctuaries.
- (i) Sites should be reserved for suitable recognition of people and events of historical significance.
- (j) Access from parallel arterial streets to the waterfront should be provided via routes which do not traverse residential neighbourhoods. Capacity must be adequate so that peak weekend traffic is not tempted to filter through adjacent local streets. For the Island Park, improved access and parking must be provided, but the recreation area should be kept free of automobiles.
- (k) Adequate permanent parking, and space for overflow parking on peak days should be provided in support of all major recreation facilities.
- (l) For the Canadian National Exhibition, land should be created for its extension southerly, including waterways for imaginative design and for competitions and watersports.
- (m) For international games, space should be created for stadia and other facilities at locations suitable for continuing public use, and where adequate transportation and parking can be made available.
- (n) Where adjacent residential neighbourhoods are deficient in park space, land should be set aside for local recreation.

- (o) A scenic drive should be created to knit the waterfront park system together, with as continuous an alignment as is practicable. Turnouts and restaurants should be located where the best views are available. For variety and interest, the route should include lakefront apartment projects, the port and industrial areas, and major utilities.
- (p) The protected waterway between the Humber River and the Eastern Gap should be extended in both directions in a semi-continuous way, by placing fill so as to create an island archipelago along the shore. Boat camping sites should be established en route.

Section 15A.2

Port Expansion

- (a) A new Outer Harbour should be created to provide for the efficient and economic growth of the port over a long term. The development should afford flexibility to meet future design requirements which are not anticipated at this time.
- (b) Adequate access for port terminal facilities and the port industrial area should be provided to the arterial street and expressway network. Rail connections should be extended where required.
- (c) Viewing points overlooking harbour activities and across Toronto Bay to the city skyline should be provided.
- (d) The Island Airport should be removed to a location which will permit its development to accommodate larger aircraft without conflicting with building heights in the central city. Improved access is essential for its continuation.

Section 15A.3

Industrial Development and Major Utilities

- (a) Sites close to the water should be preserved for heavy industries requiring their own dock facilities, or for cooling water.
- (b) Where practicable, easement rights along the water's edge should be obtained for public access.

- (c) Industrial development along the shore should be confined to those areas presently designated for industrial purposes on Map II.
- (d) For major utilities, adequate space for the construction of new installations and the expansion of existing plants is essential. Suitable protection for intakes and outfalls must be assured.
- (e) Water filtration plants no longer required for domestic supply should be utilized in conjunction with artificial lakes.
- (f) Scenic drives should provide views of the large utilities plants and hydro generating stations, and should afford easy access to those open for public tours. The hydraulics of the waterways should be designed to permit adequate circulation of water, and shore protection works should be so constructed to discourage the growth of algae.

Section 15A.4

Redevelopment Potential

- (a) Redevelopment for apartments, hotels, restaurants and other intensive uses should be encouraged in such areas as:
 - (i) the Inner Harbour west of Yonge Street;
 - (ii) the Etobicoke Sector, mainly east of Second Street;
 - (iii) the Mississauga Sector, near the Credit mouth;
 - (iv) the blocks around the Beaches Athletic Field;
 - (v) at certain locations along the face of the Bluffs if and when such construction becomes practical.
- (b) Redevelopment should be limited to those areas where adequate access, services, schools and other community requirements are available, and where no untoward effects on adjacent low density neighbourhoods will accrue.

- (c) The site design and architecture for re-development projects should have due regard for the lakefront setting, and should complement and enhance the total picture.
- (d) Where appropriate, private development should be permitted access directly to the water

Section 15A.5

Preservation of Stable Neighbourhoods

- (a) Existing lakeshore neighbourhoods should be protected from the impact of recreational attractions of metropolitan scale by the careful placement of heavy use facilities in relation to the closest dwellings, the use of screen planting around parking areas, and the provision of vehicular access via routes independent of the local street system. Fill should also be imported over separate routes wherever possible.
- (b) Residential neighbourhoods should be improved by the provision of additional local parkland where deficiencies exist, and shore protection works should be constructed where erosion is a threat.

Section 15A.6

Constructive Use of Fill Materials

- (a) The lake should continue to be used for the disposition in a constructive way of surplus fill from building sites and public works projects within economic haul distances.
- (b) Waste materials such as hydro flyash, certain solid industrial wastes, dredged silts, demolition wastes, garbage, rubbish, incinerator residues, digested sludge. etc. should be used for constructive purposes wherever feasible. Some waste materials will require secure protection against the possibility of lake pollution by means of adequate dikes, strong shore protection works, and the possible collection, pumping and handling of any seepage.

WATERFRONT DEVELOPMENT (Administration)

Section 61

Lands within the areas described in section 56(k) of this part may be redesignated to a use other than that shown on Maps II and II B by amendment of this plan where required to implement section 15A of Part I of this plan.

Section 61A

For the purposes of administering section 15A of Part I of this plan and Map II B, a single waterfront authority shall be established for the promotion, coordination and administration of waterfront development, and, if possible, for its detailed implementation and financing where appropriate.

WATERFRONT DEVELOPMENT (Implementation)

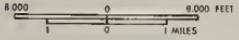
Section 66B

- (a) Pending the establishment of a permanent implementing authority under section 61A of Part II of this plan, a Waterfront Development Coordinating Committee shall be appointed comprised of the members of the Waterfront Technical Committee plus additional members from those municipalities on the waterfront not represented on that Committee and from the Credit Valley Conservation Authority.
- (b) The Waterfront Advisory Committee shall be continued and undertake the task of presenting the principles and policies of section 15A of Part I of this plan and Map II B to the municipalities, planning boards, and other affected agencies interested in waterfront development.
- (c) The Prime Minister of Ontario shall be requested to arrange at the earliest possible opportunity discussions with representatives of the Provincial, Federal and Metropolitan Toronto Governments for the establishment of an appropriate single authority to implement the principles and policies of section 15A of Part I of this plan and Map II B.
- (d) The Metropolitan Commissioner of Works shall initiate feasibility studies of land fill schemes in accordance with section 15A of Part I of this plan and Map II B.

WATERFRONT PLAN

for the

METROPOLITAN TORONTO PLANNING AREA



Morino

Picnic Area
 Boot Launching
 Protected Waterway
 Beach
 Swimming

Residential
Commercial
Industrial
 Utilities
Institutional
Public Open Space
Private Open Space
 Transportation

Lookout Point
 Natural State
 Inland Waterway



Lake Ontario

Mississauga - Peel Grid

The major proposals in this sector are the consolidation and expansion of three park areas: A. E. Crookes Park, Port Credit and the Bellamy Marsh. The remnants of the land base in this sector are already clearly established. In the future extension of the park areas may prove feasible as fill material becomes available.

Etobicoke Lakeshore Park

The eastern waterfront park areas stretching westward from the CNE grounds to the Humber River will be extended to the Metropolitan boundary by creating new public lands and islands in front of existing development in Etobicoke. Clean fill will be required for this. The park will provide a protected waterway for small boats, as well as continue a wide range of water oriented recreational facilities. It will also make an attractive setting for the high density residential re-development proposed in the Humber Bay area.

Holboiu Area

In the central sector of new outer harbour, is proposed south of the present Commissioners Street industrial district. The headland enclosing the new harbour, which will have an area about two-thirds the size of Toronto Bay, is already substantially developed and is proceeding at the rate of one acre a day. The headland opposite is in the inner bay and will be confined east of Commissioners Street, with one to the west, including the existing Island Airport, being developed as a Harbour City, capable of accommodating a population of up to 50,000 people. A new Island Airport is to be created south of the existing one. The new headland will have an area about one-third the bottom of the lake. Additional land will also be created by this dredging method to enlarge the Harbour City site and for expansion of the CNE and the Toronto Islands Park. Transportation facilities linking Harbour City with the lake will be improved to improve access to the islands while still retaining its pristine character.

Scarborough
A major park is proposed in the Scarborough Bluffs sector where substantial lands on top of the bluffs are already in public ownership. Access is provided from the top of the bluffs to land fill areas and intends to be created at the foot, with a bridge crossing the bluffs to the land fill areas. Recreational facilities and an opportunity to view the scenic beauty of the bluffs which rise to points to a height of 300 feet.

At the eastern edge of the Borough of Scarborough, East Petibog will be developed and opened in connection with the construction of a new water filtration plant. The land was made available by the Borough of Scarborough to the Metropolitan Corporation for park purposes.

Fishing Area

In this area not at the present time intensively developed, ample opportunity is afforded for almost continuous public access to the lake. The broad waterfront already required for commercial port can be developed into a recreation park complex which will provide a complete range of recreation facilities. Frenchman's Bay provides a large area of protected water for all water oriented recreation activities. The varied waterfront developments planned for the same time as the Waterfront Plan is developed will be able to take advantage of the lake setting. The industrial lands set aside to the east of the Bay provide sites needed for white oriented industrial uses.

METROPOLITAN PLAN AMENDMENTS

December 1966 - December 1968

AMENDMENT 40

REVISIONS TO GENERAL CRITERIA FOR RURAL DEVELOPMENT
AND THE LAND USE TABLE.

AMENDMENT 40

(a) Revise section 9(c) to read

(c) The use conforms to the requirements of the appropriate local health authority and Conservation Authority or the Ontario Water Resources Commission, and to local policies established in a local official plan adopted by a local council and approved by the Minister of Municipal Affairs or the Ontario Municipal Board.

LAND USE TABLE

1 Land Use District	2 Permitted Uses	3 Maximum Size
All use districts designated on Map II (where not otherwise permitted)	Public conservation projects including reforestation areas, flood control reservoirs, and multi-use conservation areas Public and private parks and recreational uses Public or private utilities and transportation facilities Cemeteries Golf courses and country clubs Institutional uses	15 acres 15 acres 15 acres 15 acres 15 acres 15 acres 15 acres in the Urban Development Area and Village Development Areas; 25 acres in the Rural Area, except 15 acres where municipal services are required
Agricultural	Agricultural uses, ^{including farmhouses} and ancillary commercial and industrial uses associated with agricultural products Gravel pits, quarries, and other rural extractive industries Industrial uses which do not require municipal services Individual residences on farms or lots approved under section 26 of The Planning Act Rural Residential subdivisions which do not require municipal services Commercial uses which do not require municipal services and do not discharge effluent into receiving streams Airports	No limit No limit 5 acres No limit 15 acres 15 acres 15 acres
Rural Residential	Rural Residential subdivisions which do not require municipal services Commercial uses which do not require municipal services ^{and do not discharge effluent into a receiving stream}	No limit 15 acres
Rural Industrial	Industrial uses which do not require municipal services ^{on specific application only}	Of any size on specific application only

Metropolitan Toronto
General publication

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METROPOLITAN PLAN
for the
METROPOLITAN TORONTO PLANNING AREA

LG-37

METROPOLITAN APARTMENT DEVELOPMENT CONTROL POLICY
(As Amended to March 21, 1972)



APARTMENT DEVELOPMENT*

GENERAL PRINCIPLES

- Section 10.1 The density provisions of this policy shall not be construed to apply to any location or site which a local municipality has not approved for apartment development. Within each density sector designated on Map IC, the local municipality will determine which sites, if any, may be used for apartment development and the appropriate net site density at which such development may take place, provided that the limits stipulated in the Schedule of Maximum Densities designated on Map IC are not exceeded. An apartment development proposal will not conform to this policy merely because it conforms to the maxima stipulated on Maps IB and IC unless the site, density and proposed scale of the development have first been approved by the local municipality.
- Section 10.2 The density provisions of this policy are maximum figures to ensure that problems of Metropolitan significance do not occur. A local municipality may provide for apartment development up to the limits established by this policy as warranted by local conditions. Where local planning objectives justified in a District Plan adopted by a local council indicate that it is desirable and consistent with the objectives of the Metropolitan Plan to increase the density of a defined area beyond the maximum limits established on Map IC, the area in question shall be redesignated to another density sector in which higher density limits are permitted in accordance with the Schedule of Maximum Densities.
- Section 10.3 The distribution provisions of this policy shall not be construed to apply to alter the provisions of a District Plan adopted by a

* This policy shall apply to apartment proposals initiated at a local level after January 1, 1967. Proposals initiated before that date will continue to be examined on the basis of the Board's interim policy in cases where the revised policy is more restrictive.

local municipality in accordance with the provisions of the Metropolitan Plan and approved by the Minister of Municipal Affairs where such District Plan provides specifically for the long-term distribution of apartments.

Section 10.4

The provisions of this policy shall require that apartment development in any municipality be undertaken in accordance with site development standards not less than those which may from time to time be adopted by the Metropolitan Toronto Planning Board by amendment to this policy, or, where the Metropolitan Toronto Planning Board has not established such standards for general application throughout Metropolitan Toronto, in accordance with site development standards not less than those which normally prevail in that local municipality. Specifically, the Metropolitan Toronto Planning Board will require additional separation where local municipal standards do not provide adequate distances between apartment and non-apartment uses.

Section 10.5

The provisions of this policy shall not apply

- (a) to restrict the floor space index or density in units per acre of senior citizens' apartments or homes for the aged provided that the site development standards of such development are not less than as described in Section 10.4;
- (b) to commercial development including incidental apartment accommodation as permitted by the Metropolitan Plan and including apartment hotels and bona fide mixed commercial-residential buildings in which the apartment accommodation is an integral and secondary feature of a predominantly commercial building.

PRINCIPLES OF DISTRIBUTION

- Section 10.6 Within all Planning Districts and Municipal Subdistricts in Metropolitan Toronto, a local municipality may provide in a District Plan for apartment development exceeding the total number of dwelling units specified on Map IB for each Planning District and Municipal Subdistrict, provided that the population distribution provisions of Map I of the Metropolitan Plan are not exceeded thereby.
- Section 10.7 Within all Planning Districts and Municipal Subdistricts in the Municipality of Metropolitan Toronto the number of units assigned for ten years on Map IB will be used as a guide by the Board in examining immediate rezoning proposals to ensure that excessive amounts of land involving redevelopment are not rezoned.
- Section 10.8 Within Planning Districts 17 to 23 inclusive (the fringe municipalities of the Metropolitan Toronto Planning Area), a local municipality may provide for the distribution of apartments in a manner consistent with the provisions of the local Official Plan for apartment development and with the population distribution provisions of the Metropolitan Plan.
- Section 10.9 For the purposes of Sections 10.6, 10.7 and 10.8, an apartment unit is defined as a self-contained dwelling unit in a building containing six or more dwelling units which are arranged on at least two levels and which share common access to the building at street level.

PRINCIPLES OF DENSITY

Section 10.10 The provisions of Map IC shall apply within all Planning Districts within the Metropolitan Toronto Planning Area.

Section 10.11 The density of individual apartment development projects (of single buildings or of groups of buildings conceived as an architectural unit) permitted by this policy shall be determined by

- (a) the "density sector" within which the project site is located, as shown on Map IC,
- (b) the "type-location" within a given density sector,
- (c) the proposed number of dwelling units per net residential acre, including the total number of dwelling units contained in all apartment houses, row houses, maisonettes, etc.,
- (d) the ratio of the gross floor area to the site area* (floor space index),
- (e) the percentage ratio of net on-site landscaped open space to gross floor area.

Section 10.12 For the purposes of this policy

- (a) gross floor area means the aggregate of the areas of each floor above grade, measured between the exterior faces of the exterior walls of the building or

* For the purpose of determining site area, a local municipality may include lands abutting the building site which have been acquired by the municipality (or, where appropriate, by the Metropolitan Corporation) at no public cost for the purpose of providing a new road, of widening an existing road, or of providing public parkland; but in no case shall a local municipality include lands acquired or to be acquired for expressway purposes, or for flood control or valley-land conservation purposes in an area designated "Public Open Space" on Map II of the Metropolitan Plan, or lands affected by a subdivision control bylaw or part-lot control bylaw of the municipality.

structure at the level of each floor, including any part of the building or structure above grade used for ~~the storage or parking of motor vehicles,~~ locker storage and laundry facilities, but excluding any part of the building or structure used for retail commercial purposes open to the public and any areas used for recreational or mechanical purposes or for the storage or parking of motor vehicles;

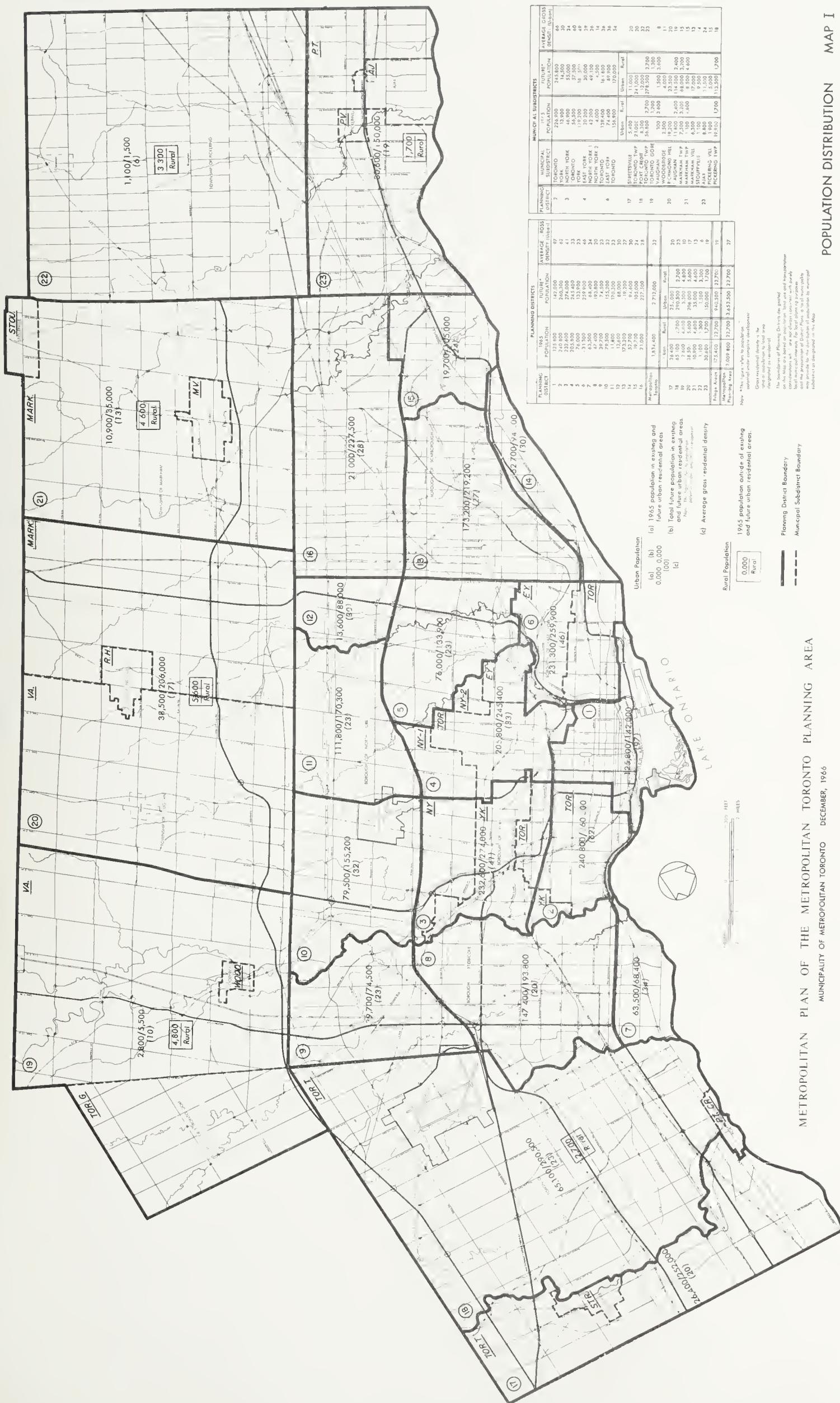
- (b) landscaped on-site open space means open, unobstructed space on the site which is suitable for landscaping, including any part of the site occupied by recreational accessory buildings, any surfaced walk, patio or similar area, any sports or recreational area, any ornamental or swimming pool, and the roof or other part of a building or structure open to the air suitable for landscaping and used as a recreational area, but excluding any driveway or ramp, whether surfaced or not, any curb, retaining wall, or motor vehicle parking area;
- (c) a transit-related location means a site* located within 1,500 feet radius of a subway station or GO commuter train station and includes all of a site* only part of which may be within 1,500 feet of a station;
- (d) a transit-oriented location means a site* located within 1,500 feet radius of a transit artery served by 15 or more public transportation vehicles travelling in one direction during peak hour and includes all of a site* only part of which may be within 1,500 feet of the transit artery.

* Where a District Plan, which provides for apartment development in a manner consistent with the objectives of this policy and with the principles of the Metropolitan Plan, is in effect, "site" means all or any part of an area designated in the District Plan for apartment uses. Where no such District Plan is in effect, "site" means a project area in single ownership which is not divided by streets, railways, rivers or similar clearly identifiable physical features.

Section 10.13 A maximum floor space index specified in the table on Map IC may be exceeded where the specified maximum density in units per acre is not exceeded and the specified minimum open space ratio is provided.

Section 10.14 A maximum density in units per acre specified in the table on Map IC may be exceeded where the specified maximum floor space index is not exceeded and the specified minimum open space ratio is maintained.

MAP I
POPULATION DISTRIBUTION

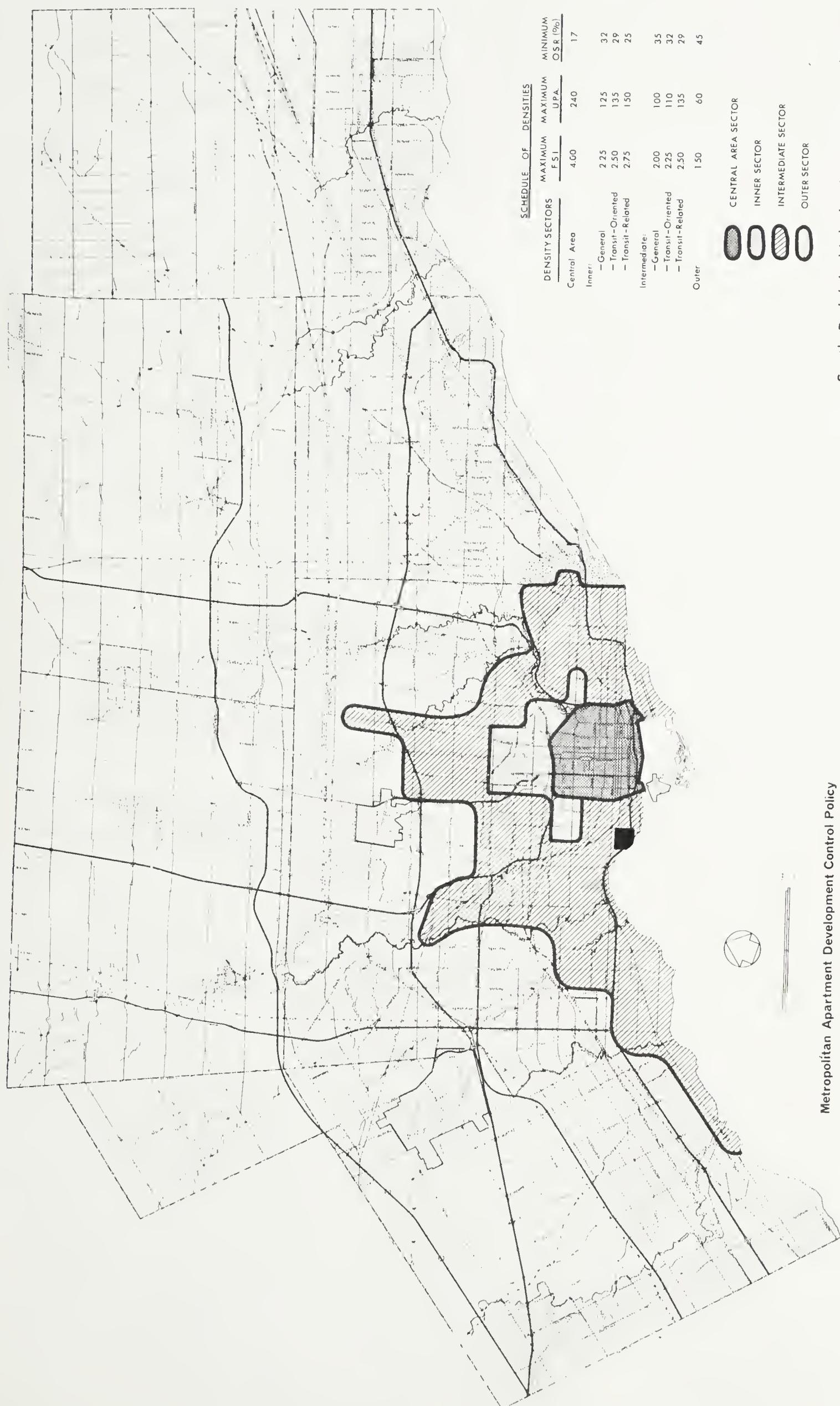




Metropolitan Apartment Development Control Policy
METROPOLITAN TORONTO PLANNING BOARD NOVEMBER, 1966

FUTURE DISTRIBUTION OF APARTMENT UNITS BY PLANNING DISTRICTS MAP 1B

DENSITY SECTORS MAP IC



Metropolitan Apartment Development Control Policy

METROPOLITAN TORONTO PLANNING BOARD NOVEMBER 1966

South Parkdale high density apartment district
incorporated into the inner Density Sector
(Amendment 59)



